

B·N·A TOPICS

Journal of the British North America Philatelic Society



NEW CANADIAN STAMPS



OCTOBER 1952

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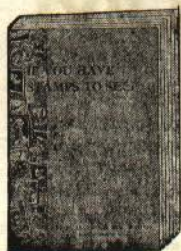
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Editor—GORDON P. LEWIS, 34 Jessie Street, Brampton, Ontario, Canada.
Associate Editors—Jack Levine, R. J. Duncan, E. J. Whiting, Rev. J. S. Bain,
 V. G. Greene, D. C. Meyerson, W. S. Meyerson, G. E. Foster.

Views and Reviews By the Editor

ANOTHER SEASON CONCLUDED BY ROBSON LOWE—The stamp auction seasons seem to be lengthening to such an extent that they almost run into one another. Robson Lowe of London, England, concluded their season on August 8, to bring their total sales for the year to £216,348. Comparison with last season's auctions shows that with five less auctions, some 1,300 less lots were sold, realizing £20,000 less. The percentage realization of valuation is less than 1% down. From figures released by the auctioneers, it is shown that the market for British and British Empire stamps has continued to fall toward the lower level of the hard currency markets, and secondly, that the position of London as the centre of the world's stamp markets is firmly retained, for the export figures are a record.

VARIETIES DISCOVERED ON RED CROSS STAMP—Canada's latest commemorative stamp, the Red Cross issue, has proved very popular with collectors, and is one of the most attractive issued in some time. Eagle-eyed philatelists have been giving this stamp the once-over and varieties have already been reported. The first member to bring a variety to our attention was C. Russell McNeil (#649) who reported a red crescent to the left of "P" in POSTAGE, constant on the 6th stamp lower left, plates 1 and 2. This was reported by Mr. McNeil on August 14th. Member Hans Reiche (#783) has now prepared an article on his findings on this stamp after looking over the first batch of stamps delivered to the Philatelic Agency. This article appears on page 273 of this issue, and will certainly be an eye-opener to col-

(Continued on page 274)

BNAPEX-52

Ithaca, New York • October 16-19, 1952

Program Highlights . . .

Thursday, October 16—Evening, Outing.

Friday, October 17—Exhibition and Bourse opens; Special Tours; Philatelic Movies and Discussion Groups; Evening Program: "Apple Knockers" Stag Party; Ladies' Special Program.

Saturday, October 18—Business Sessions; Auctions; Exhibition and Bourse; Discussion Groups; Annual Banquet; Awards.

Sunday, October 19—"Hanger-over" Party; Exhibition Closes.

Bourse . . .

Top priority has been given to dealers featuring the stamps of Canada, Newfoundland, and the Provinces. Dealers' tables help to make an exhibition or convention a success, as many collectors are attracted by the opportunity of securing new material, as well as viewing the exhibits.

Auction . . .

Approximately 150-200 lots of fine B. N. A. material will be included in the Convention Auction to be held on Saturday. The first session will be at 11 a.m.; the second at 1:30 p.m. All lots will be on display in the exhibition hall all day Friday and on Saturday until sale time. A mimeographed catalogue will be available at the exhibition hall. A well-known auctioneer will handle the sale.

Convention and Exhibition Guide . . .

Upon registering members will be given a booklet which will be a complete guide to all events of the Convention. A special booth will be located in the exhibition hall, containing a most complete B. N. A. reference library for the convenience of members.

Special Events . . .

Thursday Evening—Oct. 16th: Plan to arrive in time for the Outing. Group will leave from Convention Hall at 7:00 p.m. This is a fellowship get-together; bring the wife; who knows, there might be clams, sweet corn, hot dogs, ale, and/or other refreshments. Don't eat a heavy dinner that night! Place?—well, you wouldn't know if we told you so will just leave it as a surprise!

Friday Morning or Afternoon: Should you care to visit some of the beauty spots around the neighborhood, tours of varying lengths will be available at no cost.

Friday—Ladies Program: Busses and cars will leave Ithaca around 11:00 a.m. Light lunch at the Corning Glass Center. Specially arranged lecture. Visit there the world famous Corning Glass Center. Special Dinner and Theatre. What-a-day!

Friday Evening: "Apple-Knockers" Stag Party. Let's have some fun! Entertainment, refreshments, and who knows but what somebody might like to play "Hearts"! Maybe even a few of Fred Jarrett's stories.

Saturday Evening: Banquet. One of Statler's Best. Program—a lot of fun—but no speaker! Prizes galore! Awards. Entertainment.

Sunday a.m.: Hanger-over party. A get-together breakfast. Getting close to time to say goodbye.

Prisoner of War Mail—Canada

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

(Continued from Page 154, June 1952)

PART IV

(c) Cancellations and Franks:

(1) Cancellations:

With cancellations I am including franks, as in some instances they are combined. In franks I have included meters and adhesive franks. It seems to me the logical thing to do as they are so closely associated and combined. In these we have the essential markings that authorize the passing through or carriage of the item by the postal authorities.

Other markings, such as censorship, may retard it or stop it. They do not, however, actually authorize its carriage through the mail. Cancellations as we usually know them were not actually necessary on P. O. W. mail. In fact they are not, I would say, actually necessary on ordinary mail for this purpose either. They are informative. The stamp or evidence of the fee being paid is the vital thing.

A "cancellation" I describe as a device or marking used to mark a stamp or frank to prevent its re-use. Usually they are of an informative nature giving information as to place of origin or posting of the letter, etc.

A "frank" I describe as a device, marking or adhesive label showing proper fee has been paid or guaranteed to have the item carried by post. In these notes they are of three types—those combined with the cancellation; those of printed, rubber stamp or such nature, and the third, adhesive labels.

First, we shall deal with cancellations, other than those which include a frank, such as cancellation and word "Free". These will be dealt with under franks.

In the earliest days in some instances P. O. W. mail (then Class II internees) received the General Post Office cancellation at Ottawa. The writer has not seen any of these. The bulk of P. O. W. mail was, however, cancelled at the Base Army Post Office, Ottawa. Later cancellations were issued to camps but other types continued to be used.

As I have said before, cancellations were not actually necessary on P. O. W. mail. I have seen a goodly number of items without a cancellation, but never without a frank of some type, and a censorship marking.

Generally speaking, no distinctive location cancellations were used before January 1943. The first was likely early in that year, with of course the usual odd exceptions. Distinctive cancellations did not come into general use till the camps were transferred to the Department of National Defence, and the P. O. W. type came into use for the cancelling of mail at the camps.

I have seen some exceptions, and I would think these exceptions, generally speaking, were contrary to regulations because camps were really on the secret list, certainly up until nearly the end of 1942.

Figure #22 shows the use of the normal Petawawa cancellation on April 22nd, 1941. This I am satisfied was contrary to regulations.

Figures #23 and #24 show the regular Fredericton cancellation then in use. Even repeating what I said previously that at times Fredericton seemed to be a law unto itself, these two cancellations dated April 14th, 1942, and May 27th, 1942, were no doubt contrary to regulations and frowned upon by the authorities.

You will recall what I said that in the earlier days mail often received the regular post office cancellation then in use in Ottawa. I have not seen any of these. In speaking of the regular post office cancellations, I do not mean the type combined with the word "FREE" (Figure 25). I mean just the

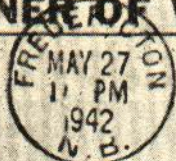
PRISONER OF WAR MAIL

FREE



PRISONER OF WAR MAIL

FREE



PRISONER OF WAR MAIL

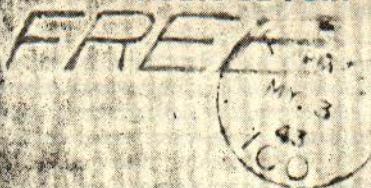
FREE

FRANCO DE PORT

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PRISONER OF WAR MAIL

FREE



U.S.A.

can for German War Prisoners

Emil Auer

PRISONER OF WAR MAIL

FREE

FRANC DE PORT

American Field



PRISONER OF WAR MAIL

FREE

FRANC DE PORT



= O T T A W A (Canada)

MONSIEUR LE COMMANDEANT
INTERMENT CAMP 13



ON OPPOSITE PAGE—(From top to bottom) Fig. 22, Petawawa cancellation; Fig. 23, Fredericton cancellation; Fig. 24, Fredericton cancellation; Fig. 25, Ottawa "Free" cancellation; Fig. 26, First or large type B. A. P. O. cancellation. ABOVE—(From top to bottom) Fig. 27, small type B. A. P. O. cancellation; Fig. 28, P. O. W. Camp cancellation; Fig. 31, Rubber stamp cancellation, No. 40, used at Headquarters.

regular cancellation. The "Free" cancellation was used on Prisoner-of-War mail right from the start to the end of the war. No special cancellation was, however, used for Prisoner-of-War mail, just the one then in use at Ottawa. They vary in sizes, etc., from time to time, in accordance with the one then in use, and were always applied in Ottawa. They are dealt with under "Franks."

The earliest type of cancellation that might reasonably be called a Prisoner-of-War cancellation because it was not used on regular mail other than Armed Services Mail, is Figure 26. This is a Base Army Post Office cancellation and was always applied on mail at Ottawa. The earliest date I

have seen the use of this is September 20th, 1940, but no doubt it was in use earlier than that. It appears to be a single dater type of the same style as those supplied to small post offices. This type was used more or less from the beginning to the end of the war at the Base Army Post Office.

Used concurrently with Figure 26 was the type of cancellation shown in Figure 27. Like Figure 26, I have seen this type used from the latter part of 1940 right through to the end of the war. This type was also only applied at the Base Army Post Office in Ottawa. Type 27, no doubt due to the different settings of types by those who handled them, reads in some instances with the month at the top and in other instances with the year at the top. I have seen it with the month at the top as early as December 1940, and with the year at the top the earliest date I have seen is February 28th, 1941. This cancellation was also used on Canadian Armed Services mail. When the distinctive Prisoner-of-War Camp cancellation came into use this regular type 26 did not appear as often. The Prisoner-of-War distinctive camp cancellation came into use, I would think, when the camps were turned over to the Department of National Defence about January 1st, 1943. I have seen one of type 27 with the entire centre of the dater upsidedown. This happened to be Christmas Day 1941. Perhaps the day and celebrations had something to do with this! The circle of the dater is 22 mm in diameter and the lines, seven in number, are 12 mm from the circle and 3 mm apart.

With the transfer of camps to the Department of National Defence there came into use a new type of cancellation (see figure #28). This cancellation was from then on used almost entirely on P. O. W. mail except perhaps departmental letters originating in Ottawa and P. O. W. letters originating in Ottawa and P. O. W. letters, generally special ones with enclosures, that got the B. A. P. O. cancellation still used in Ottawa at the B. A. P. O. These cancellers were the usual hand type supplied to small post offices. As in small post offices errors in setting up dates occur but generally all supplied to the camps were identical except for camp number. On occasions I have seen other cancellations with them. Figure 25 shows also a "Free" cancellation, while Figure 29 shows round "blobs" as well.

I believe about the end of 1942 camps largely came off the secret list and were turned over to the Department of National Defence January 1st, 1943. The letter designations were changed to numbers. I do not know on

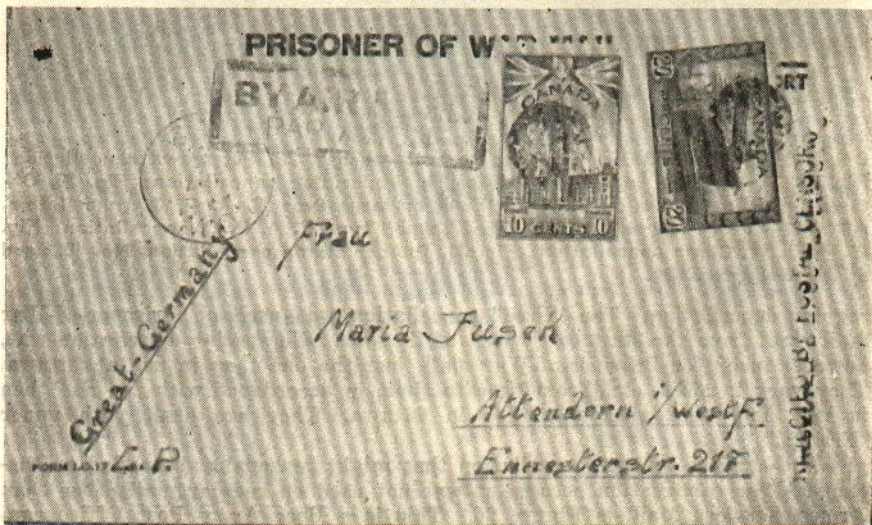


Fig. 29—P. O. W. cancellation with addition of round "blobs".

what basis the letters were allocated, but the numbers followed a definite system. They were a combination of military district number and camp number. Thus 21 was Military District #2, Camp #1. Camp #132 would be Military District #13 Camp #2 and so on. The number thus identified camp and primary location. From the following list you will see how it works out. I have been unable to get dates of opening of camps.

Letter	Camp No.	Location	Date closed
	10	Fingal, Ontario	30 Nov. 1946
C.	20	Gravenhurst, Ontario	30 June 1946
E.	21	Espanola, Ontario	31 January 1944
M.	22	New Toronto, Ontario	30 April 1944
Q.	23	Montieth, Ontario	15 January 1947
	30	Bowmanville, Ontario	30 April 1945
F.	31	Fort Henry, Ontario	15 December 1943
H.	32	Hull, Quebec	15 January 1947
P.	33	Petawawa, Ontario	10 April 1946
A.	40	Farnham, Quebec	31 May 1946
I.	41	Isle Aux Nois, Quebec	31 January 1944
N.	42	Sherbrooke, Quebec	15 July 1946
S.	43	St. Helens Is., Quebec	31 January 1944
	44	Grande Rigne, Quebec	30 April 1946
	45	Sorel, Quebec	15 April 1946
B.	70	Fredericton, N. B.	15 October 1945
W.	100	Neys, Ontario	1 May 1946
X.	101	Angler, Ont. (Japs)	31 July 1946
K.	130	Seebe, Alberta	30 June 1946
	132	Medicine Hat, Alberta	15 May 1946
	133	Lethbridge, Alberta	15 January 1947
	135	Wainwright, Alberta	15 June 1946
		Ozada, Alberta	
R.		Red Rock, Ontario	



Fig. 30—Card to Japanese in Canadian custody, Hastings Park, B. C. (Carl J. Jennings collection).

Notes:

- Camp #10 was for about 6 months at Chatham, Ontario. This accounts for its number (Military District #1).
- Camp #31 was Fort Henry, Ontario, near Kingston. This was an old fortress. By Geneva Convention not allowed to have P. O. W. in a fortress and Germans complained. It was really a comfortable camp but due to the complaint was closed early.
- Camp #32 was actually last camp kept open. Even, I believe, after "officially" closed a small increment was kept to handle recaptured P. O. W. who had escaped.
- Camp #101, Angler, Ont., housed most, if not all, Japanese prisoners.
- Camp at Ozada, Alberta, would likely have been camp #131. But for some reason it was discontinued. Dates and further information not available.
- Why no camp #134 I do not know.
- Camp "R" at Red Rock, Ontario, had all original internees and was I believe closed in 1942 and inter-

nees sent to Camp #130, Seebe, Alberta, when they were again moved when #130 became a P. O. W. Class 1 Camp. No other details about it.

- (h) I have been unable to definitely ascertain why some camps did not have letters. Perhaps opened when numbers had come into use. No numbers as camps closed.
- (i) Dater #31 after closing of camp was used at B. A. P. O. from about 1st October 1946 I am told. I believe #40 was also used there for a period of time after camp closed.

P. O. W. were no doubt from time to time held or confined, at least temporarily, at other points than camps listed above. I have seen a card addressed to Japanese P. O. W. addressed to Hastings Park, Vancouver, B. C. "Japanese Prison Camp". See figure 30. I have no data on this camp. The list given above I am told is complete as to what might be called regular camps. Prisoners were moved for various reasons from time to time from one camp to another. The guards at camps were almost entirely companies of the Veterans Guard.

There was also in use at headquarters at Ottawa, certainly in the late days, as a canceller a large rubber stamp (figure 31). The circle is 1-3/16" in diameter. I am told it was taken into use late in 1946 by the then increment of the B. A. P. O. Why the "40" in it I could get no explanation.

No doubt there is a great deal of information with regard to early cancellations I do not have. I shall indeed welcome data on them; in fact any data that would form part of or work into these notes.

(To Be Continued)

LIKELY REVIVAL OF INTEREST in NEWFOUNDLAND

By PHILATELIA in "Stamp Collecting"

One of the most popular countries in the catalogue, Newfoundland is suffering a temporary eclipse. I am sure that the word temporary is well chosen, for I cannot imagine that the issues of a country which is now a part of Canada will remain long neglected by Canadian collectors. When it comes to the stamps of their own land, the Canucks possess a drive and enthusiasm which makes me gasp.

There have indeed been some big sales of Newfoundland material of recent months but the indications are that interest is picking up again. Ob-

tainable at big discounts from catalogue, the 1923 and 1928-31 pictorials are well worth acquiring at present prices; a remark which also applies to the 1933 Gilbert commemorative set. The 1933 air mail set should also be bought at best.

The 1939 provisional overprints on the 1939 Royal Visit commemorative provide a couple of small varieties ignored by Gibbons and the Commonwealth catalogue but listed by the old "Rex." The so-called "Centi" variety is always worth a premium when seen.

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Trail of the Caribou

By Freres Meyerson



Ed Goodale, BNAPS #115, is the first one to come up with an example of the engine turning in the selvage on Scott #146 as first reported by Alec MacMaster in the July issue of TRAIL. The example that Ed submits is used on cover in conjunction with a pair of #145. It is postmarked at St. John's, June 14, 1929. We are still looking for examples of engine turnings on other values of this same issue.

Ed Goodale also shows us a local airmail cover that we have never seen it recorded anywhere. The cover in question is registered and franked with a strip of 5 of the 5¢. Scott #167. It is cancelled at Corner Brook on Jul. 18, 1931, and the face of the cover has a violet handstamp "First Air Mail Corner Brook—St. John's." The handstamp is the same color as the registry marking. The cover is backstamped at St. John's, Jul. 21, 1931. Does anyone have any information concerning this flight?

We thought that we had recorded just about every plate number that existed on the stamps of Newfoundland, but we must have been premature because on a recent vacation trip that included a visit to Montreal we came up with still another number. This time we go back to Scott #164 in the perf 13.5x13.5 comb and we report a "3" in the lower left corner. Previously we had record of a "2" in the lower left corner in the comb perf 13.5x13.8, and in the line perf 14x14. So this is an entirely new number and this is also the first listing for this perforation variety.

Alec MacMaster, our specialist on new varieties wants to know about one that he has just turned up on the 3¢ Coronation, Scott #234. Alec has named it the "coldsore" variety and that is just what it looks like, a spot on the lip of the late King George VI.

We had half a sheet on hand and couldn't find it. Does anyone else have it so that we can determine whether it is a constant variety and can be plated, or whether it falls into the category known as "flyspeck" varieties. It takes more than one example to prove a variety.

Bill Lea, of Manchester, England, has just submitted two previously unrecorded items for Newfoundland specialists. Both are in the realm of part perforates. The first is a block of four of the 25¢, Scott #197, imperforate between, but Bill neglects to advise as to whether the variety is a vertical pair imperf between or a horizontal pair. We will drop Bill a note for further information and pass it on in our next column. Incidentally, this block that Bill has is in the scarce 14.1 perforation. This variety is scarce enough as is, but when it is found imperf. between it is really a showpiece. The second item is listed as a pair of the 3¢ Coronation in the Die 1, perf 13.7, imperf between. This is another instance where I will have to write for further information as Bill doesn't state whether it is a horizontal or a vertical pair. Just for the record, the catalogue number of the last item is Scott #234.

The Sept. 6th issue of "STAMPS" showed a very nice Newfoundland item that was described as "probably unique". The item in question is a cover addressed to St. John's, and franked in part with an imperforate vertical strip of 3 of the 3¢ Queen Alexandra, Scott 83a. This is the same variety described in the June '52 issue of TRAIL only in this instance it is a strip of 3 and not a pair. The point of origin and the date used cannot be deciphered from the illustration so we have written for further information which we hope to pass on in due time.

Sketches of **BNAPSers** by *V. G. Greene*

DR. JAMES C. GOODWIN

The author of "Post Horn and Saddle Bag", one of the most interesting columns in TOPICS is Dr. James C. Goodwin of Toronto. Born at Niagara Falls, Ontario, on September 26, 1902, he received his early education in schools in New York State, Pennsylvania and Oregon. On the return of his family to Niagara Falls (his father, a civil engineer, was in charge of the Chippawa-Queenston power development), he attended Stamford College. Graduating in medicine from the University of Toronto in 1926 (he also has his M. A.), he did post-graduate work in hospitals in the United States and was appointed to the staff in the department of obstetrics and gynaecology of the University of Toronto in 1930. Dr. Goodwin is one of Canada's foremost obstetricians and is a senior member of the staff of the Toronto General Hospital.

Dr. Goodwin is one of the leading authorities on Canadiana and it was his search for material concerning

the background of the early settlers in Upper Canada that led him into the absorbing field of postal history. His collection of Canadian postal history is undoubtedly the world's finest, and he also has important postal history collections of Great Britain, the United States and the Confederate States of America. In addition to postal history, Dr. Goodwin collects books, prints, maps, medals relating to military and naval history of Canada and documents and letters pertaining to Upper Canada, particularly Toronto and the Niagara district.

One of the founder-members of the Postal History Society of the Americas, Dr. Goodwin is a former president of the Toronto Stamp Collectors' Club, president of CAPEX, and a member of the Postal History Society (England); A. P. S.; C. P. S.: the Confederate Stamp Alliance and for two years was vice-president of the National Society of Autograph Collectors. Married, with two sons and a daughter, Dr. Goodwin was medical officer of the Royal Regiment of Canada during the last war.





THE POST HORN and SADDLE BAG

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

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

Column No. 7

It is surely high time, and I agree with all critics that such gaps in column writing won't do a-tall! However, for the sole benefit of my three readers, the post horn sounds again. In self-defence I may say that the demands of obstrucational practice and the end of the University year leave no time for delving into Canadian Postal History. And it's been too hot here in Toronto to think. With experts such as Halliday, Lussey, Greene and Jephcott on my tail to check every dogmatic statement I make—it takes time, little man, it takes time! to get the facts for these columns. It has been a pleasure, nevertheless, to receive many letters, some commendatory and some constructively critical. It is my endeavour in writing this column to establish accuracy in postal historical matters; and every bit of assistance from other students in this field is appreciated. For the sake of space, the references confirming statements in future will be omitted at the end of each column, but will be submitted gladly to any who request them. I have received requests for articles on certain phases of postal history and these will be dealt with in succeeding columns to the best of my ability. Postal history ultimately attracts the philatelist, and I am glad to see definite interest displayed by the readers of this journal. This month's column will be devoted to certain points of historical interest related to the early Railway Postal Services of Canada. Herein lies a field for accurate investigation, as many observations relative to the dates and routes of the earlier railroads and their R. P. O. markings need certain revision and correction.

As far as I can determine, the earliest reference to the Canadian Railway Travelling Post Office system is to be found in the Annual Report of the Postmaster-General of the Province of Canada, for the year ending 31st March, 1853. On page vi the P. M. G., James Morris, states "I have resolved upon despatching an officer of the Department to England to acquire such information as to the practical working of the Regulations under which this extensive and important branch (referring to the Post Office Money Order System) of the business of the Imperial Post Office is carried on, as may facilitate the necessary arrangements for the adoption of this system in Canada . . . This officer will also be charged with the duty of enquiring into the management of the Railway Travelling Post Office attached to the trains carrying the mails in England; as the approaching completion of some important lines of Railroad in this Country will probably render a similar arrangement advisable for such portions of our Mail Service as may be covered by these roads."

On Aug. 12, 1853, what may be the first official directive for the acquisition of Railway Post Office handstamps is given. In a letter to John Francis, Middleton St., Clerkenwell, London, England, contractor to the British

Post Office for handstruck stamping equipment, presumably the P. M. G. states: "I have to request you will furnish me as speedily as possible, with two steel dated stamps with the words thereon 'St. Lawrence and Atlantic Railroad' and also two steel dated stamps with the words thereon 'Ontario, Simcoe and Huron Railroad'—with double sets of type for each."

From the above it would appear that in our search for R. P. O. markings two points can be established:

1. No R. P. O. markings will be found earlier than the latter few months of 1853.
2. The earliest markings will concern two Railroads only—the St. Lawrence and Atlantic, and the Ontario, Simcoe and Huron.

So far, the earliest St. Lawrence and Atlantic R. P. O. marking found has been dated Oct. 28, 1853, (as illustrated and reported by A. J. H. Richardson in the Konwiser-Campbell Stampless Cover Catalogue, p. 23). That for the Ontario, Simcoe and Huron R. P. O. also is given therein as Aug. 14, 1856. It is quite likely, however, that O. S. & H. R. P. O. markings will be found as early as 1853-54. The illustrations of the R. P. O. markings for the dates above noted may, I believe, be accepted as the first types. The second St. Lawrence and Atlantic R. P. O. marking is illustrated in this column; the third is illustrated on p. 652, type 9b, Boggs Vol. I. This latter authority on page 656, Vol. I, under the heading of Provincial Railway Cancellations, notes what I take to be the date of the earliest recorded use of the R. P. O. marking for the Buffalo and Lake Huron Railroad, as 1853. If so, this is obviously incorrect as this railroad did not begin to operate on its first completed section of track (Ft. Erie to Paris C. W.) until Nov. 1, 1856. Boggs' illustration, p. 651, of the first Buffalo and Lake Huron R. P. O. marking is also incorrect, as may be checked by the illustration of the B. and L. H. R. P. O. marking accompanying the article by Horace S. Poole in the September issue of B. N. A. Topics. This marking is dated May 1, 1857, just six months after the railroad commenced its operation. Boggs also should be revised as to the earliest recorded R. P. O. dates for the St. Lawrence and Atlantic R. R. which he states as 1855, and the Ontario, Simcoe and Huron R. P. O., as 1860.

For the sake of those interested in further investigation of the reported and unreported earlier R. P. O. markings of Canada, the following information is given. It must be remembered, however, that unless one does not accept the statement quoted above (in the P. M. G.'s report ending March 31, 1853) with reference to proposed Railway Travelling Post Office services for Canada, there will be found no official R. P. O. markings earlier than the latter half of 1853.

The year 1850 in the Province of Canada saw the completion of some 55 miles of railroad: constructed by three Railroad Companies, as shown below. There had been, however, at least 12 charters granted to proposed Railroad Companies prior to 1850—none of which materialized; their charters expiring by non-user. Nevertheless, by the end of 1853, Canadian Railroad Companies incorporated under charter had completed slightly over 400 miles of track. On the basis of present evidence, as stated, official Travelling Post Office Service had been attached to only two Railroads—the St. Lawrence and Atlantic, and the Ontario, Simcoe and Huron.

But the next point is important. There is ample evidence in existing Post Office Department correspondence from Nov. 1851 on, to the effect that carriage of official mailbags was arranged by the P. M. G. to facilitate mail services. This was done prior to the fall of 1853 and in some instances later than this date, presumably until R. P. O. handstamps were available for the new railroads. To the best of my knowledge no official letter (or cover) markings to denote this method of transit exist. Before the establishment of the official travelling Railway Post Office, arrangements were made with any Railroad Company whose routes were serviceable to the P. O. D., for



either a mail agent, or perhaps the conductor of the train, who would act on behalf of the Post Office Department in receiving, protecting and delivering the mail bags to the local postmasters or their agents, en route. The official mail clerk in his railway mail car (the R. P. O.) attached to the train was the next development, and this is the present R. P. O. arrangement today.

The following list gives the railroads actually in operation by the end of 1853, their routes, and number of miles of track in operation. As far as I can determine, this is a complete list, and as accurate as I can find.

Railroad	Route	Date of opening	Miles of track completed
1. St. Lawrence and Atlantic. Later Grand Trunk and now part of the C. N. R. This R. R. was built to connect with the American Atlantic and St. Lawrence R. R. at the U. S. border; to continue rail service to Portland, Maine.	Montreal (Longueuil) to St. Hyacinthe.	Spring of 1847	30
	St. Hyacinthe to Sherbrooke.	August 1852	66
	Sherbrooke to U. S. border (not far from Island Pond, Vt.)	July 1853	30
2. Champlain & St. Lawrence. Later Montreal and Champlain R. R. Was built to connect with American R. R.'s at Rouse's Point and also at Moers' Junction: for continuation of rail service to N. Y., Boston and the western U. S. This R. R. was later taken over by the G. T. R. and is now part of the C. N. R.	Montreal to Lachine.	Nov. 1847	8
	Caughnawaga to Moers' Junction.	Aug. 1852	32
	St. Lambert to St. Johns.	Jan. 1852	20
	St. Johns to Rouse's Point.	Aug. 1851	21.7
	(N.B. The original section R.R. had been built (before steam traction) from St. Johns to La-prairie in 1836, but the northern terminus was moved to St. Lambert to give closer connection with Montreal, in Jan. 1852.)		

3. St. Lawrence and Industry.	Lanorate to St. Industrie.	May 1850	12
operated during the summer months only. Still in operation by 1870.			
4. Toronto, Sarnia and Lake Huron.	Toronto to Bradford.	June 13, 1853	42
Name changed to Ontario, Simcoe and Huron in 1850, and to Northern Railway in 1858. Extended to Collingwood Jan. 1855. Later part of C. N. R.			
5. Great Western.	Suspension Bridge to Hamilton.	Nov. 10, 1853	43
	Hamilton to London.	Dec. 31, 1853	76
This was extended from London to Windsor by Jan. 27, 1854. Later part of the G. T. R. Niagara Suspension Bridge opened for trains in March 1855.			

In Appendix G, Section 33, Boggs, Vol. 2, dealing with early Railway Construction in Canada, there is given a table in which the year dates, name of railway, location, and miles opened for traffic are shown. Such year dates suggest the completion of track opened for service. I believe the dates in several instances appear to indicate the commencement of the building of the railroad and not the completion. According to Trout's "The Railways of Canada" published in Toronto in 1871 (in my opinion one of the better railroad reference works), there would appear to be a few errors in the list—e.g., work on the Bytown and Prescott R. R. was commenced in 1852 and completed in Dec. 1854, not 1850-1, as given in this table; which is stated to be "from Reports of the Railway Commissioners". Obviously, further research is needed to clear up many of these points.

It is of interest to note that the first locomotives used for railroads in the Province of Canada came from Scotland in 1848, having been built by Messrs. Kinmond & Co. of Dundee in 1847. These were the "James Ferrier" (named after the President of the St. Lawrence and Champlain (Montreal and Champlain R. R. Co.); the "Montreal", and the "John Molson". The first two were used on the Montreal to Lachine section of the R. R. and the third was used from St. Lambert to St. Johns. It is quite possible that the "John Molson" ran on the earliest section of the St. Lawrence and Champlain R. R. from LaPrairie to St. Johns, and possibly from St. Johns to Rouse's Point, prior to the extension of the R. R. from St. Johns to St. Lambert in Jan. 1852.

It will be a point of further investigation, possibly dependent upon new postal historical "finds", to establish earlier R. P. O. dates than those hitherto reported: and for that matter to report new R. P. O. markings relative to the early period of Railroad development in Canada—particularly between the year 1853-60.

JUST A REMINDER

I want any Newfoundland Plate Blocks of four (or larger) of any issue prior to 1941. Send them (with your prices) to:

JOS. CHAMBERS
Merritt, B. C.

BNAPS

CPS of G. B.

CONSTANT PLATE VARIETIES OF THE RED CROSS STAMP

By HANS REICHE (#783)



Ever since the announcement of the double-colored Red Cross stamp by the Post Office Department and the issuing of the stamp on July 26th, 1952, all collectors of Canadian plate varieties have been looking for any oddities which may have occurred during the printing and which could be termed as constant plate varieties.

The blue portion of the stamp was printed by the line engraving process and the Red Cross was super-imposed by the offset printing method. As the printers had very little experience in the offset printing method, difficulties of printing the cross in the red color was experienced. Daily humidity and temperature changes had to be taken into account and apparently only a small portion of the full contract has so far been printed. A careful layout of guiding dots and lines of the Red Cross plate had to be made, to assure a well centred Red Cross.

The writer was given the opportunity of examining the first batch of Red Cross stamps delivered to the Philatelic Agency, Ottawa. All four positions of the Plate 1 and Plate 2 have been looked over for varieties. It was soon obvious to the writer that all the guide dots, guide lines and other varieties appeared not only on Plate 1 but also on Plate 2 in the same positions. This led to the conclusion that the Red Cross must have been printed from only one plate. The blue portion of the stamp was printed from two plates. This is indicated also by the plate number being only in the blue color. The list of varieties given here holds true for both plates. There are three major varieties which should have been stopped by the examiner of the sheets before leaving the printing company; these are marked with an "*". These three varieties may occur on the first batch only and will probably be corrected on the following sheets.

List of Varieties:

Red dot top margin, left	No. 1	LL
*Red line below second cross, left side	No. 3	LL
Red dot below right side of cross	No. 4	LL
Red dot above right side of cross	No. 6	LL
Red dot below left side of cross and top margin, left	No. 11	LL
Red dot above centre of cross	No. 13	LL
Red dot top margin, right	No. 16	LL
Red line top left corner	No. 20	LL
Red dot above left side of cross and bottom margin, centre.	No. 21	LL
Red dot bottom margin, left	No. 23	LL
Red dot in cloud and sun rays below-4-	No. 26	LL
Red dot top margin, right	No. 27	LL
Red dot left margin, centre	No. 28	LL
Red dot above right side of cross	No. 30	LL
Red dot in sun rays right of cross	No. 31	LL
Red dot above second I in International	No. 33	LL
Red dots bottom margin	No. 34	LL
Red dot below right side of cross	No. 35	LL
*2 red dots left margin, bottom and bottom margin, right and line between left crosses	No. 41	LL

Red dot right margin, top	No. 43	LL
Red line right margin, top	No. 46	LL
Red dot bottom margin, right	No. 48	LL
Red dots bottom margin	No. 49	LL
Red dot bottom margin, right	No. 12	LR
Red dot in sun rays	No. 19	LR
Red dot left side of cross	No. 20	LR
3 red dots top margin, right	No. 29	LR
Red dot in sun rays	No. 30	LR
Red dot right margin, bottom and top	No. 32	LR
*Red dots left margin, bottom and line in sun rays	No. 33	LR
Red dot below first -A-, Canada and top margin, centre ..	No. 35	LR
Red dot right margin, bottom	No. 37	LR
Red dot in blue shading above cross, left	No. 39	LR
Red dot left margin, bottom and left of Postes	No. 46	LR
Red dot in top cloud	No. 48	LR
Red dot in top cloud	No. 1	UR
2 red dots below second cross, left	No. 3	UR
Red dot in sun rays	No. 4	UR
Red dot top margin, left	No. 7	UR
Red dot in sun rays above -R- Conference	No. 20	UR
Red dot right margin, centre	No. 28	UR
Red dot in blue shading left of cross	No. 41	UR
Red dot left margin, bottom	No. 1	UL
Red dot left margin, top	No. 6	UL
Red dot below cross	No. 26	UL
Red dot right margin, bottom	No. 31	UL
Red dot below cross, right	No. 32	UL
Red dots in blue shading, left of -4- and above first -N- Conference	No. 41	UL

IEWS AND REVIEWS — From Page 259

lectors interested in plate varieties on modern Canadian stamps.

NEW CANADIAN STAMP PUBLICATION—BNAPSer Gustav Hagen (#707) of Castlegar, B. C., has announced that for the first time a tabloid-style stamp publication will make its bow to readers in Canada. This new stamp paper was due to make its appearance in September, but at the time of sending this copy to the printer, a copy of this new publication had not been received for review. However, we wish Member Hagen all success in his new venture.



HOT BOOKS!—The Parliament Library at Ottawa, pictured on the 10¢ stamp issued in 1930, suffered heavy damage to building and contents in a fire during the month of August. The original parliament buildings were razed by fire in 1916, and the library was the only building to escape at that time. There are 600,000 books housed in the library, and water and smoke damage was heavy, although little damage was done to the books by the flames. However, the building suffered havoc estimated at \$500,000.

POSTAL HISTORY SOCIETY OF THE AMERICAS—At CAPEX in Toronto a year ago, the Postal History Society of the Americas was founded by a group of enthusiastic philatelists, who perceived the need for such a society in the Western Hemisphere. During the past summer we received Volume One, Number One, of "Postal History," the official organ of this new society. Edited in fine fashion by Frederick L. Scholl, 2935 S. Salina St., Syracuse, (Continued on page 281)



FURTHER NOTES ON THE 'BALLOON FLAW' ON THE 17c

By PETER J. HURST (#583)

Subsequent to the acquisition of the copy which I reported in the September edition of TOPICS, I have had the good luck to add another copy to my collection. This second specimen—illustrated on the right—was bought in 1932 by the late Dr. Reford, who later on traded it against a used block of six of the 17¢. The new owner kept it for twenty years, without showing it to a soul until a few weeks ago, with the result that it, too, has never been recorded until now.

While the former copy is in perfect condition, the Reford copy is damaged and cancelled in just about the same unfortunate manner as the one illustrated in Boggs. There exists a most marked difference in shade between the two stamps, and though being a novice in the identification of orders and printings of the 17¢, I strongly believe they represent the transition between the two printings that made up the 12th and last order of this stamp, which was given in February, 1867.

A most commendable habit is the saving of any auction catalogs containing exceptional material. Those

among my fellow members who have kept the one of H. R. Harmer's April 3, 1951, Sale ("Twenty volumes of Pence to Large Cents"), might care to look at the illustration of lot No. 436. They will recognize that the top left stamp of the upper sheet margin block of four in blue of 17¢ plate proofs shows the "Balloon Flaw" quite clearly. Because this circumstance had been overlooked by the describer, some lucky bidder bought this item at the very nominal price of \$50.00, and I can only hope that he reads this. Only time will tell how rare this proof block really is, but offhand I should think it rates about equal to the actual stamps bearing the Flaw.

May I repeat my request to owners of the "Balloon Flaw" to send me a glossy photograph of about 3x4" in size. Already I have had several illuminating replies to my first letter in TOPICS; my search for copies and information will be publicised in other American as well as English journals, and it is to be hoped that eventually all pertinent material and data will be correlated to form a record and history of this variety.

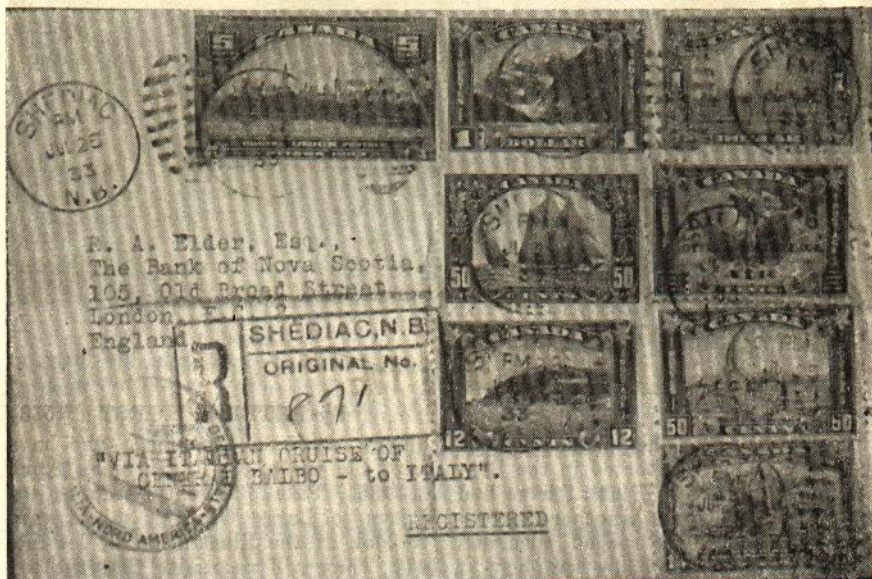
BALBO FLIGHT COVERS

By E. L. PIGGOTT (#629)

Of interest to collectors of B. N. A. flight covers are the two illustrated and carried, via "The Italian Cruise of General Balbo" the first from Shediac, N. B., to Chicago, Illinois, and the second from Shediac to London, England, via Italy. While these flight

covers from Canada have catalogue listings, is it definitely known how many were carried?

The writer some few years ago noted a cover "Shediac to Chicago" being offered for sale with the notation only 289 were carried and in



1936 another source of information considered reliable, reported the same figure of number carried. However, as for covers from Shediac to Italy, I have understood only seventy were carried.

These covers are classed as Government Flights and I understand the postage rate thereon was set by the Canadian Government. It appears, however, from the following that it is a matter of conjecture as to what the stipulated rate was in the case of each flight. It will be noted from the two covers illustrated the Shediac to Chicago cover is franked with stamps to the value of \$1.56 and the second one carries postage for an amount of \$3.36. A few years ago I observed from a dealers ad a cover with the postage being shown as \$1.45 in the case of the first item and in an auction listing in the case of the second cover the postage thereon was reported as \$4.20. If in the case of the first item \$1.45 was the correct rate it may be assumed that the extra eleven cents on the cover illustrated was merely affixed to dress up the item, but I am led to wonder how the second cover illustrated was accepted for transmission with the postage franking being eighty-four cents short. Here again it may be the case

that the cover listed in an auction catalogue was dressed up with excessive postage. Who among the aero-philatelists can enlighten readers relative to the correct rate for such covers, registered or otherwise.

General Balbo who was reported killed in a bombardment over Libya in the Second World War was famous for his mass flights and became a world idol during the early days of trans-oceanic pioneering. His autograph appears on many of the treasured covers of airpost collectors.

It is now nineteen years since he led his squadron of twenty-four planes to the Chicago World's Fair in 1933. It will be a long time before many New Brunswickers and a goodly number of Nova Scotians forget the arrival of the armada and made Shediac Bay their first port of call in Canada and departed from the same Bay on their return journey. The two covers illustrated properly postmarked and backstamped are fine examples and the attractive pictorials and commemoratives placed on the covers by the sender certainly add color to these rare items. The writer would appreciate hearing from any readers who own covers carried on these flights from Shediac, New Brunswick.

TO THE EDITOR...

Questions From Overseas

Dear Sir: In your issue of July-August, Rev. John S. Bain refers to the Map Stamp forgery. I recently purchased one from an old collection. What is the value of this forgery, and is it really scarce?

I have also recently purchased a cover—first flight, posted in Newfoundland and carried by steamer (I presume) to North Sydney, N. S., and sent by air mail to St. John's, Newfoundland. The postmarks are: PORT AUX BASQUES AND NORTH SYDNEY / T. P. O. / NOV. 11, 1930, and NEWFOUNDLAND P.O. / NOV.

11, 1930 / NORTH SYDNEY. Both these are circular. Then there is a rectangular cachet in blue: POST OFFICE / NEWFOUNDLAND / NOV. 12, 1930. The rest I cannot make out. It is back-stamped ST. JOHN, NEWFOUNDLAND / 19th NOV. 1930, and signed by Pilot A. Sullivan. Can any member give any information? It bears a Canadian 5¢ air mail stamp and Newfoundland stamps to the value of 3¢. All three are cancelled with pink: NEWFOUNDLAND P. O. / NORTH SYDNEY.

I enclose a rough sketch of a 15¢



Large Queen which I bought a few years ago. You will notice the large flaws in the printing. Have any of

your readers come across anything like this?

A. L. Bruce (#469)

"Two Dots on Neck" Variety

Dear Sir: The article by Peter Hurst on the "Two Dots on Neck" variety on the 3¢ Small Queen greatly interested me.

I have two dated copies: JAN. 31, '93, showing the strong triangular shape Mr. Hurst speaks of as characteristic of the earlier dates of this variety, and MAR. 22, '95, in which the two dots are quite weak. These copies not only support Mr. Hurst's findings but the first-named is several months earlier than his. It even suggests the possibility that this variety may be discovered dated 1892.

Alfred Whitehead (#192)

Bringing News About People and Stamps

By Rev. J. S. Bain

The story of the Empire Stamp Co.'s loss appearing in the philatelic press was indeed a tragic one for Canadian philately. The loss of a 12d black is a major catastrophe, especially when it is possible that it might be destroyed. However, it will be interesting to see if this stamp turns up or is offered for sale to some dealer. Since 12d blacks are rare, there should be no trouble in establishing the identity of this particular stamp if such a time ever comes. At least let us take the lesson from Empire's loss and see that all our philatelic handlings are adequately covered when sent by mail. Registered mail is not enough, as was evidenced in this case. Valuable items should be fully covered by means which we are absolutely sure will pay in event of loss or damage.

BNAPS

In the current 4¢ official stamps of Canada overprinted "G" there is a variety which looks like a "C". The type has got broken and the result is the "C" variety. The forgers are busy in the overprint field. Recently

I had the opportunity to inspect inverted and normal "O.H.M.S." overprints which had been forged on genuine stamps.

BNAPS

While on the subject of forgeries, there is one Canadian item said to exist, but I have never seen it. In making inquiries of others who are interested in this field they too report that they have never seen it. I refer to the famous Canada Map Stamp, Scott #85 and #86. Jarrett, Hamilton, and Boggs all mention it in their books, but where a copy of it reposes I have not the least clue. Perhaps some reader can help me out. I would just like to have a look!

BNAPS

BNAPSer Herman Herst, Jr., in a back issue of his paper, has an item we like which he says he lifted from another dealer's bulletin. Here it is: "A dealer is a person through whose tireless efforts material is unearthed which collectors would never find, and which would otherwise be lost or destroyed. By paying fair prices, he encourages people to dig through

trunks and attics. He classifies, arranges, and holds material until the collector is ready to buy." Let's remember that the next time we buy from a dealer. You will find some of them as regular advertisers in B. N. A. TOPICS. They deserve our support.

By the time you read this column your scribe will have moved. Please

address all further correspondence to Rev. John S. Bain, 610 Orchard St., Santa Rosa, California. Should you ever be out this way, look us up. Whether or not California will be an aid to our collecting remains yet to be seen. A preliminary survey shows nothing in the Santa Rosa area for B. N. A. contacts. Should you know of any drop a line.

VIEWES and REVIEWS — From page 274

N. Y., this publication is profusely illustrated, and deals in a most interesting way with various aspects of postal history on this side of the Atlantic. This first issue has 24 pages, size 8½x11 inches, punched to fit a standard three-ring binder, and contains articles by such outstanding authorities in the field as Stanley B. Ashbrook, Charles F. Meroni, and Mr. Scholl himself. BNAPS-ers interested in postal history should contact Mr. Scholl for information on membership in this group.

VOLUME I OF SCOTT'S OUT—Like the stirring call of the hunting horn, the advent of a new edition of the 85-year-old Scott Catalogue marks the opening of a fresh stamp-hunting season each September. This year, Scott Publications have released the volume covering the United States, British Commonwealth, and Latin America right on time, to give impetus to the hobby at the start of a new season. The new catalogue is packed with many thousands of price changes, listing revisions and additional listings of stamps which have been issued since the previous edition went to press.

NEW POSTAGE STAMP ISSUES

7¢ "Canada Goose" ordinary issue

3¢ and 4¢ Prime Ministers Mackenzie and Abbott Commemorative Issues

On Monday, the 3rd November, three newly-designed postage stamp issues will be available for purchase by the public in Post Offices throughout Canada.

A new design 7¢ ordinary issue postage stamp will display a Canada Goose (*Branta canadensis*). The goose is displayed in a position immediately after leaving the water and on first becoming "airborne". This subject was selected for the stamp because the 7¢ denomination, although intended for general postal use, is used extensively to prepay air mail postage rates.

The new stamp was designed by Emanuel Hahn, R.C.A., S.S.C., a prominent sculptor of Toronto, Ontario. The stamps are produced by the Canadian Bank Note Company, Ottawa.

The new postage stamp will replace the 7¢ "Postal Centennial" Commemorative Issue that has been in use since September, 1951. The new stamp will be the same size and colour, blue, as the stamp it is replacing and will be issued to Postmasters in panes of 50 stamps each.

On the same date two special commemorative postage stamp issues of the "Prime Ministers" Series will be available. A 4¢ stamp in orange colour will display a portrait of the Hon. Alexander Mackenzie, who was Prime Minister of Canada from the 7th November 1873 to the 16th October 1878. A 3¢ purple stamp will display a portrait of the Hon. Sir John J. C. Abbott, who was Prime Minister of Canada from the 16th June, 1891, to the 5th December, 1892. These stamp issues are being made to emphasize the contribution these outstanding men have made to the development of Canada. The stamps of both of these Issues will be small size, the same as the current issue 1¢-5¢ denominations, and will be issued in panes of 100 stamps each.

B·N·A TOPICS *Official Section*

From the Treasurer ...

Income and Disbursement Account

JANUARY 1, 1951 to DECEMBER 31, 1951

Balance as of December 31, 1950:

Dues in advance—1951	\$ 121.76	
Dues in advance—beyond 1951	21.87	
Life Membership Fund	624.75	
TOPICS—Advertising in advance	19.77	
BNAPLEX-51—Gift	20.00	
General Funds	37.53	\$ 845.68

RECEIPTS:

Membership Dues in Abeyance from 1949	3.00	
Membership Dues in Abeyance from 1950	39.00	
Membership Dues for 1951	1515.18	
Membership Fees (new members)	156.00	1713.18

Membership Dues in advance for 1952 and 1953	208.12	208.12
Life Membership Fee	50.00	50.00

TOPICS:

Advertising—1948	9.50	
Advertising—1950	79.85	
Advertising—1951	286.49	
Advertising—1952 (In advance)58	
Subscriptions and Sale of Back Issues	5.65	
Gifts	1.79	383.86

1951 YEARBOOK—Advertising	352.66	352.66
BNAPLEX-51—Balance after expenses	1.18	1.18
CIRCUIT—Sale of Books	20.00	20.00
Gift—Royalty from sale of Plate Block Catalogue of Canada	25.00	25.00
Dues and Topics subscription to be refunded	6.25	6.25

Total Receipts in 1951 and Cash Bal. 12/31/50 .. \$3605.93

DISBURSEMENTS:

TOPICS:

Printing—10 issues in 1951	\$1370.60	
Cuts	142.60	
Mailing and Postage	176.86	
Envelopes	68.75	
Stationery	9.56	
Misc.	3.61	\$1771.98

YEARBOOK:

Printing	360.75	
Cuts	17.00	
Mailing and Postage	30.75	
Misc.	13.75	422.25

LIBRARY	50.00	50.00
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GENERAL EXPENSES:

Postage	129.60	
Brochures and Application Blanks (5000)	71.50	
Ballots and Envelopes	13.25	
Stationery	26.38	
Statements and Envelopes	9.25	
Repair of Typewriter	12.50	
Advertising	77.61	
Medals for BNAPEX-51	20.94	
Membership Cards	4.50	
Miscellaneous	7.09	372.62
<hr/>		
Total Disbursements		\$2616.85
Funds in custody of Editor toward purchase of Typewriter		87.75
Cash on Deposit, December 31, 1951		901.33
<hr/>		
		\$3605.93

Balance Sheet

AS OF DECEMBER 31, 1951

LIABILITIES		ASSETS	
1952 Dues in Advance	\$223.37	Cash on Deposit	\$901.32
1953 Dues in Advance	3.62	Funds in Custody of Editor ..	87.75
1954 Dues in Advance	3.00	Dues in Abeyance	22.53
TOPICS—Advt. in Advance..	2.60	Typewriter (depreciated value)	11.17
Life Membership Fund	629.00	Medal Die (depreciated value)	9.00
		Accounts Receivable:	
		TOPICS:	
	\$867.84	Advt. prior to 1951	22.50
SURPLUS:		Advt. for 1951	85.25
As of 12/31/50	\$310.88	YEARBOOK:	
For Year 1951	22.81	Advt. prior to 1951	3.50
		Advt. for 1951	58.50
As of 12/31/51	\$333.69		
	\$1201.53		\$1201.53

Statement of Operations

FOR THE YEAR 1951

INCOME:			
Membership Dues—Regular	\$1636.94		
Membership Dues—From Life Membership Fund	45.75		
Membership Fees—New Members	156.00		\$1838.69
			<hr/>
TOPICS:			
Advertising	304.24		
Subscriptions and Sale of Back Issues	5.65		
Gifts	1.79		311.68
			<hr/>
YEARBOOK—Advertising	352.66	352.66	
BNAPEX-51—Balance after Expenses	1.00	1.00	
CIRCUIT—Sale of Books	20.00	20.00	
GIFT—Royalty from sale of Plate Block Cat. of Canada..	25.00	25.00	
ACCOUNTS RECEIVABLE:			
TOPICS—Advertising	85.25		
YEARBOOK—Advertising	58.50		
DUES IN ABEYANCE	22.53		166.28
			<hr/>
Total Income (cash and receivables)			\$2715.31

EXPENSES:

TOPICS—As per Income and Disbursement Account	\$1771.98
YEARBOOK—As per Income and Disbursement Account	422.25
LIBRARY—As per Income and Disbursement Account	50.00
GENERAL EXPENSES—Income and Disbursement Account	372.62
1950 YEARBOOK—Uncollectable Account	3.00
DUES IN ABEYANCE—Adjustment	17.65
TYPEWRITER—Amortization	20.00
MEDAL DIE—Amortization	35.00
Total Expenses	\$2692.50
Surplus for 1951	22.81
	<hr/>
	\$2715.31

W. C. PETERMAN, Treasurer

The Society books were audited through the kindness of Arthur J. Dean (BNAPS #199), and the foregoing report is in accordance with this audit.

From the Sales Manager...

AN EXCELLENT REPORT, we think

Business is booming and we are delighted! We must express our sincere appreciation and gratitude for your very fine co-operation without which we never could make that statement. Total sales during our first quarter in office were \$525.00. AN EXCELLENT REPORT, we think—and we sure hope all our future ones will show as well.

Lots of new books coming in for us to send to you and we have been promised more too—"more material for you in '52". If you haven't yet sent us your "Request Card", do so and maybe you too, like many other members, will find some stamps you've long wanted and needed—one member found \$97.55 worth!

About Registration when forwarding—we learn that some members when forwarding Circuits insure the books to their full value. You do not have to do that. Circuits must be forwarded by Registered Mail but need only be insured for the minimum fee.

Another new service has been inaugurated. From time to time, as indicated, we do and will remit to owners some money "on account" against sales from their entered books. We hope that this will give owners an indication of the activity of their entered books while in circulation and not make them wait till "retirement and final settlement" to learn the results.

We cannot and must not relax asking you to continue your co-operation and favor of entering material in the Circuits. We have refrained from promising you fine results but we hope the report of sales in our first quarter shows the possibilities of sales to our very interested buyers. You give it a try and we shall continue trying for

More material to you in '52

More material from you in '52

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

(Blank books 5c each, 5 or more ppd.)

Report of the Secretary...

SEPTEMBER 15, 1952

NEW MEMBERS

- 936 Atkinson, F. George, 3822 Prudhomme Ave., Montreal 28, Que., Canada
937 Beith, George, 159 Robertson St., Victoria, B. C., Canada
938 Benoit, Eugene, 143 Church St., Bedford, Que., Canada
939 Brown, Lillian S., 36 Kent St., Halifax, N. S., Canada
940 Cousland, Dr. P. A. C., 1040 Hulford St., Victoria, B. C., Canada
941 Dodson, George L. Jr., 1146 Anchor St., Philadelphia 24, Pa.
942 Douglas, Robert S., c/o W. & A. Gilbey Ltd., New Toronto, Ont., Canada
943 Jockel, C. H., 12 Alderwick Dr., Hounslow, Middlesex, England
944 Jones, Charles S., 2920 W. Master St., Philadelphia 21, Pa.
945 Keally, James M., 130 Barcladen Rd., Rosemont, Pa.
946 LeBaron, Leslie B., Box 57, No. Hatley, Que., Canada
947 Lloyd, E. T. E., 43 Albany Mansions, Albert Bridge Rd., London SW 11, Eng.
948 Stratton, Floyd G., 1431 Trumansburg Rd., Ithaca, N. Y.
949 Topping, William E., 4613 W. 6th Avenue, Vancouver 8, B. C., Canada
950 Wallace, J. M., 2110 W. 47th Ave. Ste. 5, Vancouver 13, B. C., Canada
951 Walls, Clarence W., 4024 S. W. Tualatin Ave., Portland 1, Oregon
952 Warner, William A. C., Brooklands Hotel, 8 Keewatin St., Winnipeg, Can.

APPLICATIONS FOR MEMBERSHIP

- Blauvelt, Everett A., Box 4271-2, Arabian American Oil Co., Dhahran, Saudi Arabia (C) CAN—19th & 20th century mint and used postage and blocks. Mint and used airmails. Proofs and Essays. R. R., territorial, flag, slogan, 2 and 4-ring numeral cancellations. Proposed by K. Minuse, No. 67.
- Covellers, Robert J., 2645 N. Laramie Ave., Chicago 39, Ill. (CX) CAN, NFD—20th century mint postage and blocks. Mint airmails. Proposed by R. P. Hedley, No. 164.
- Foster, Gayle A., Gould Academy, Bethel, Maine (CX) CAN—19th and 20th century mint and used postage. Coils. O.H.M.S. Federal and Provincial revenues. Fancy and Town cancellations on "Small Queens". Shade varieties on "Small Queens". Proposed by J. Levine, No. 1.
- Hickey, Frank J., 62 Lee St., Peterboro, Ont., Canada (CX) CAN, NFD, N.B., N.S., P.E.I.—19th and 20th century mint and used postage. Coils. O.H.M.S. Mint and used booklet panes. Mint, used and semi-official airmails. Postal stationery cut-squares. Literature. Proofs and Essays. Proposed by J. Levine, No. 1.
- Lanigan, J. Leo, Box 515, Arndale P. O., Halifax, N. S., Canada (CX) CAN, NFD., PROV—Mint and used postage and mint blocks. Plate Blocks. O.H.M.S. Seals. Federal and Provincial revenues. Used airmails. Proposed by J. Levine, No. 1.
- Larkin, Richard H., 494 Security Bldg., Windsor, Ont., Canada (CC) CAN—19th and 20th century mint and used postage. 2 and 4-ring numerals on cover. Coils. O.H.M.S. Mint and used airmails. 2 and 4-ring numeral cancellations. Proposed by L. D. Shoemaker, No. 204.
- Lyzman, Robert W., 90 Markland St., Hamilton, Ont., Canada (D) B.N.A. Proposed by H. Herst Jr., No. 165.
- Morris, Harry, 15 Sylvan Lake Ave., Haddonfield, N. J. (CX) CAN—Mint and used postage. Proposed by J. Levine, No. 1.
- Mullins, P., 9642 - 73 Avenue, Edmonton, Alta., Canada (CX) CAN—19th and 20th century mint and used postage and blocks. Plate Blocks. Coils. O.H.M.S. Mint and used airmails. SPECIALTY—Matched plate positions. Proposed by H. A. MacMaster, No. 484.
- McMurry, Jack W., 7423 E. Kenmore Dr., Norfolk 5, Va. (CX) CAN—19th and 20th century mint and used postage and blocks. 1st Flight and numeral cancelled covers. Plate Blocks. Coils. O.H.M.S. Mint and used booklet panes. Mint, used and semi-official airmails and on cover. Proofs and Essays. "Locals". R.R. and territorial cancellations. Re-entry, plate, shade, etc.

varieties. SPECIALTY—Matched plate positions. Proposed by G. P. Lewis, No. 506.

Pahl, A. C., 327 N. Linwood Ave. (P. O. Box 497), Appleton, Wisc. (CX) CAN, NFD, PROV—19th century mint and used postage and blocks. Plate Blocks. Coils. O.H.M.S. Proposed by R. P. Hedley, No. 164.

Rushton, Eric, 98 Normandy Dr., Stratford, Ont., Canada (X) CAN—19th century mint and used postage and blocks. 1st Day covers. Coils. Used airmails. Proposed by H. A. MacMaster, No. 484. Seconded by F. B. Eaton, No. 608.

Scott, Bernard, 6F Wellington Ct., Halifax, N. S., Canada (DC) CAN, NFD, PROV—19th and 20th century mint and used postage and blocks. Pre-stamp, stampless, 1st Flight and 1st Day cover. Plate Blocks. Coils. O.H.M.S. Mint and used booklet panes. Mint, used and semi-official airmails and on cover. Postal stationery. Literature. Proofs & Essays. SPECIALTY—1st Day and 1st Flight covers. Proposed by G. P. Lewis, No. 506.

Wheeler, Mrs. Nella M., 815 West A., Ogallala, Nebraska (C) CAN, NFD, PROV—Mint postage and mint blocks. Proposed by J. Levine, No. 1.

CHANGE OF ADDRESS

Ivry, Sid., 4538 Kensington Ave., Montreal 28, Que., Canada

DECEASED

676 Deering, J., Tahsis, B. C., Canada

16 O'Meara, Lt. Col. John S., Quebec, Que., Canada

288 Sullivan, E. H., 3017 Quadra St., Victoria, B. C., Canada

601 Tyler, Clayton W., 318 Leader Bldg., Cleveland 14, Ohio

MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, August 15, 1952	638
NEW MEMBERS, September 15, 1952	17
	705
DECEASED, September 15, 1952	4
TOTAL MEMBERSHIP, September 15, 1952	701

OFFICIAL NOTICE

Nominations and Elections

ARTICLE IV, Section 2. **Elective Offices:** The Elective Offices of the Society shall be a President, Vice-President, Treasurer, Secretary, and Board of Governors of nine (9) members, none of whom shall hold any other elective office.

Section 3. **Election:** A President, Vice-President, Treasurer and Secretary shall be so elected by ballot in the odd-numbered years during January. Three (3) members to the Board of Governors shall be so elected each year by ballot during January for a term of three (3) years.

Nominations may be filed with the Secretary by Groups or by any five (5) Members in good standing not later than ninety (90) days prior to the date of elections. At least ninety (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 present a slate of nominees for each Elective Office to be voted. Each nomination made shall be published in BNA TOPICS not less than sixty (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 ballot other than the official form shall be valid. Ballots shall be returned to the Committee on Elections, which Committee 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 issue new ballots for the election to this office.

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