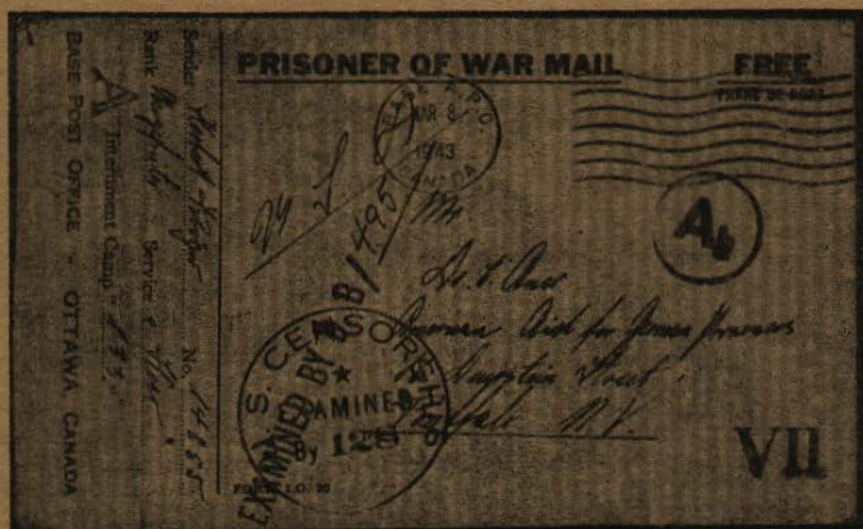




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Journal of the British North America Philatelic Society



Prisoner-of-War Mail

MAY 1953

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Views and Reviews *By the Editor*

That B. N. A. Handbook . . .

In the April edition of this column we revealed our desire to see a little action on the B. N. A. Handbook which has been proposed as a BNAPS project for some years now, but about which little had been heard recently. We quoted a letter from Member Leland I. Neff (#903) who wonders why we don't publish such a handbook, for he thinks there are many other collectors like himself who have difficulty from time to time in finding the information they seek under one cover, and in many cases finding it anywhere at all. Mr. Neff's letter presented the case from the point of view of one who wants such an aid to his collecting. Dr. L. Seale Holmes, publisher of the Holmes B. N. A. Catalogues and Handbook, has been kind enough to write and give us the viewpoint of one who has undergone the trials and tribulations of the editor and publisher of such a project. Dr. Holmes writes as follows:

"April TOPICS just to hand and I note the letter from Mr. Neff. He is one of hundreds; every few days I receive letters from collectors from near and also from far-distant points around the world asking when the next edition of my catalogue will be out. Ever since the second edition of my Handbook was issued several years ago, and since the last edition of the catalogue three years ago, I have been gathering, as has a number of my co-editors, material for the next edition of both these works. BUT, costs have gone so far up and there is such a limited demand for these works, that it is somewhat like the saying, "Fools rush in where angels fear to tread." I bought the Jarrett copyright because Mr. Jarrett felt that he could not be a Santa Claus any longer. I took over with the very valuable help of many co-editors and co-workers and, I take it, most of you have the products we produced. They gave of their time freely, as well as their postage. As far as I was concerned, I was just another Santa Claus.

"To reduce costs, it means there must be a much larger printing and, more, many more collectors who will buy the book. The bulk of my books have been sold in Canada. I have received many suggestions for inclusion in the next editions. They would all be lovely in there, but just stop to consider the hundreds of extra pages they would require—then check up on the cost!

"I would be most happy to sit in on a serious study of the whole matter, and I am sure my good friend, Fred Jarrett, would too. You might be surprised at the hundreds of hours of work that is involved in publishing a book that is not reckoned in the cost at all. Then, too, there is all the stenographic work, which costs plenty, too, and which has to be so very closely scrutinized to have it in perfect shape for the typesetter. After that, hours of proof-reading—then to cap it all, when it is printed you find the odd mistake you have overlooked, or which perhaps the printer's devil has put in.

"Finally, all I can say is let's get together and get down to real brass tacks."

There we have Dr. Holmes' views on this subject—the ideas of one who certainly knows whereof he speaks. We would be very glad to hear from other members on this topic, and would certainly like to see the doctor's suggestion of a serious study of the whole matter followed up. Let's hear from you!

IT'S YEARBOOK TIME AGAIN! Turn to page 151 of this issue and read the notice concerning the 1953 edition of this popular issue of BNA TOPICS.



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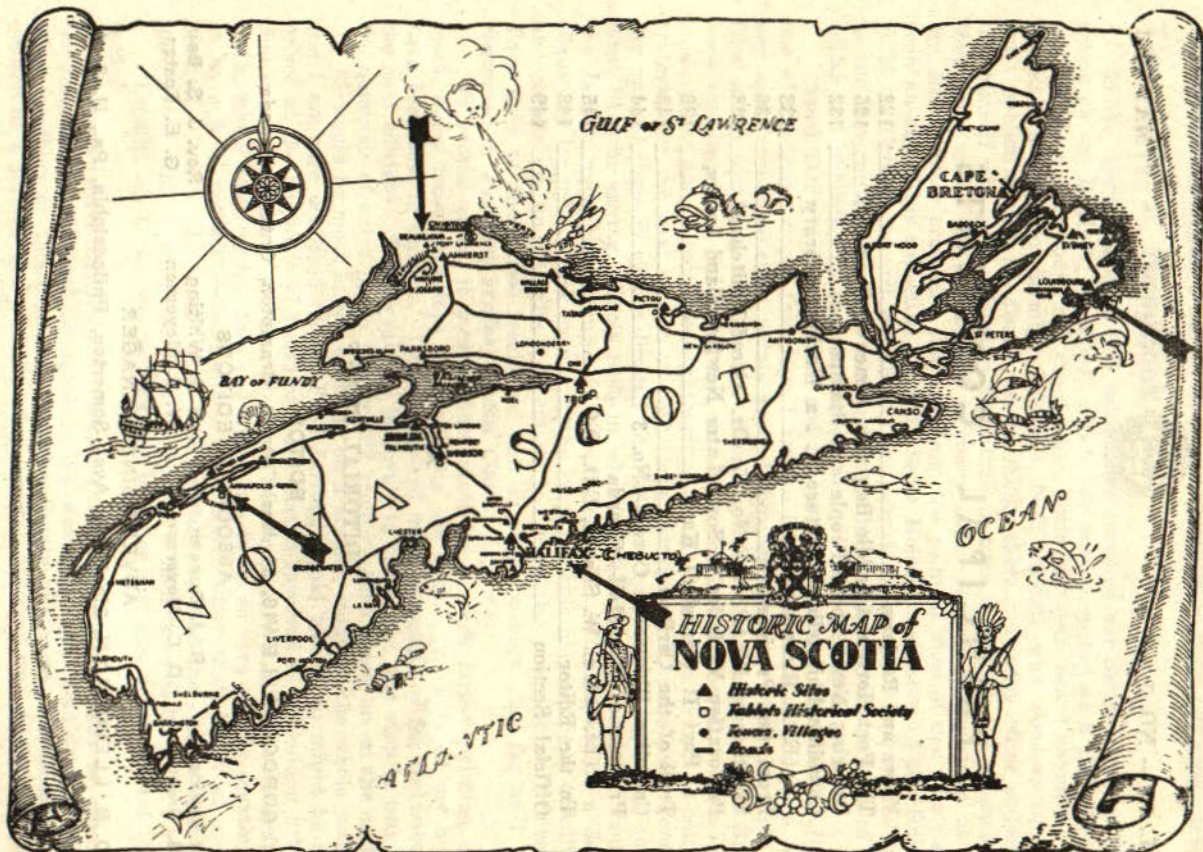
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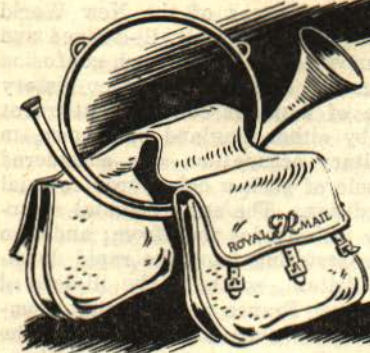
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Opinions expressed in columns and articles in this magazine are those of the writers themselves, and not necessarily those of the Society.



Acknowledgement is made to the Government of Nova Scotia for this use of this map from their publication "Historic Nova Scotia" by Will R. Bird, N. S. Bureau of Information.



THE POST HORN and SADDLE BAG

B.N.A. Postal History Column . . .

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

COLUMN No. 13

The subject of my column this month (if I still may be permitted to so label it!) will be an historical review of the Acadian and Nova Scotian background of **Halifax**, which I wish to present as a preface to the study of some aspects of its early postal history. The map on opposite page will show the location of the historical points discussed in this column. The column next month will deal with the latter.

Halifax, now one of Canada's major cities, is located on the south coast of Nova Scotia, having originated on a site first known as Chebucto. It possesses one of the world's greatest land-locked harbors and was for many years the chief British Military and Naval station in America. The city occupies a commanding position on a rocky peninsula. Citadel Hill, 250 ft. above the level of the harbor, is the crowning height of Halifax as seen from the water, and is the site of a fortification from earliest times in its history. Halifax was founded as a fortified military settlement and naval base in 1749. It was the location of the first official Post office in what is now known as the Dominion of Canada. This Post office was opened in the Spring of 1755, almost two hundred years ago.

Both Halifax and its Post office owed their origin, not especially because of the natural development of a new British American colonial settlement at Chebucto, not particularly because of the increasing demands of its early population for postal services, nor because of trade with New England, but to the great strategic wartime necessity existing at that time: as I will endeavour to show in this month's column. The decision of His Majesty's (George II) Government to place a fortified military settlement and naval base at Chebucto (immediately renamed Halifax) occurred during the last phase of the struggle between France and England for supremacy in North America, which in 1759-60 culminated in the British conquest of Canada (or New France). It therefore may be of interest to review the historical background of Nova Scotia (or Acadia as it was called by the French) and consider the succession of events which led to the founding of Halifax in 1749; and why it was considered highly expedient to open a Post office there in 1755.

New France, together with Acadia, had become North American colonial possessions of France originally as a result of territorial claims based on the discoveries and explorations of Cartier in 1534-5, and later those of Charplain, his associates and successors after 1603. The discoveries of Cabot in 1497 on the other hand, had laid foundation for the claims of England to Cape Breton and Newfoundland. Those of Raleigh and other English explorers and adventurers from 1584 on, gave authority for the claim by England to the North American coast from Florida northward to the indefinite boundary of French Acadia; and those of Hudson in 1610-11 to the territory surround-

ing Hudson's Bay. The consequent contentions of the monarchs of both England and France for the possession of large land areas of the New World (territories and coast lines which were extensive in magnitude, ill-defined and ill-mapped through paucity of geographical knowledge) led to much confusion in both French and English colonial development. During the earlier history of these new world possessions, the capture of a major colonial settlement by a military or naval expedition sent out by either England or France, in spite of little or almost no subsequent military occupation, was considered sufficient to transfer a large part or the whole of such a beleaguered colonial possession to the nation authorizing the expedition. The early colonial security of New France and Acadia suffered many vicissitudes therefrom; and also as a direct result of anglo-french competition resulting from the rapid development of the American colonies of Great Britain, south of the ill-defined border which separated New England from New France and Acadia. Competition as stated, between the French and English over land possession, the Indian fur trade, fishing rights, etc., engendered many minor and sometimes major military entanglements which were sometimes additionally classifiable as extensions of wars on the European scene. In these clashes, either side might be aided by the fickle alliance of Indian nations; which for nearly two centuries held the balance of power in North America. Such indeed was applicable historically to Acadia, or Nova Scotia. On several occasions prior to the Treaty of Paris in 1763 this extensive maritime territory appeared to be but a pawn in the international chess game between France and England, being passed back and forth, sometimes for not too brilliant reasons of regal or international policy, or sometimes as an indirect result of war so many thousands of miles across the Atlantic. During such disputes the loyal Acadian or Nova Scotian colonists were not infrequently involved in more or less local military or naval struggles in which they had little say.

In the 17th Century and the first part of the 18th, the French colonial possessions in North America (designated as New France) came to embrace all of what is now known as the Gaspé peninsula, Quebec, Ontario and further to the west, extending south along the Ohio and Mississippi to Louisiana. The latter territorial extension formed a barrier to the western expansion of the American Colonies of England. The French possession, Acadia, embraced all of the present area of New Brunswick, a large part of Maine, Nova Scotia, Prince Edward Island and even Cape Breton. Thus Acadia together with New France formed a barrier to the northern expansion of the American colonies as well. The encroachment by both the French and English upon the lands indigenous to the North American Indian naturally engendered his distrust, dissatisfaction and hate, and led to open conflict. This necessitated compensation, appeasement, and the formation of treaties and alliances with Indian nations which fluctuated unpredictably between the French and the English: often as much dependent on oratory and firewater, as on fair treatment.

Thus the problem of French or English domination in North America was not a simple one. The struggle toward this end which was to continue intermittently for a century and a half, began by a French attempt in 1613 to plant a colony on a part of the coast of northern New England, which England claimed to be part of her American colonial possessions. Capt. Samuel Argall in consequence, was despatched in an armed vessel by the Colony of Virginia to resist this attempt, which he did; and then for good measure, though on little authority other than his own, proceeded to Port Royal and the other settlement in Acadia. In November of the same year he laid waste these French settlements, and by such aggressive acts took possession of all of Acadia in the name of King James the first. However, the scattered Acadians refused to accept this conquest, returned and rebuilt Port Royal as their capital; in time restoring the other settlements destroyed by Argall. Due to continuing immigration from France and to natural population increase, set-

tlement gradually extended in Acadia along the coast toward the Basin of Minas, and the head of the Bay of Fundy, concentrating around Grand Pré and Beaubassin at Chignecto.

At this point it is necessary to mention the story of the foundation of the "Dignity of Baronetries of Nova Scotia" by James I of England and VI of Scotland. Sir William Alexander in 1621 had obtained a grant of Acadia and Cape Breton and all the country north to the St. Laurence river from James I, for the purpose of establishing a colony. This extensive land grant was named Nova Scotia by Sir William. James I in founding the above order in 1624, decided to assist in the colonization of Nova Scotia by bestowing Baronetries of Nova Scotia to those who would aid in this cause. The order was continued by Charles I who granted a coat of arms to the new colony. This attempt to colonize Nova Scotia was based on the English right to the country discovered by Cabot in 1497, namely Cape Breton. The right of extension of claim based on original discovery, according to international custom of the time, was considered sufficient authority to embrace all the territory that France in the meanwhile had claimed, and named Acadia. This questionable assertion of possession of Acadia by England was further fortified by the record of Argall's expedition of destruction in 1613.

Sporadic attempts to colonize Nova Scotia (and Cape Breton) in 1629 were made by a few of the Baronets of Nova Scotia. Their efforts however, failed through French resistance to encroachment on lands they regarded as Acadian. One newly founded English settlement on Cape Breton was seized by Capt. Daniel of Dieppe in the name of the Company of New France. Notwithstanding the failure of this colonization project, the use of the name of Nova Scotia persisted during English rule, and is now permanent. The coat of arms granted to Nova Scotia by King Charles I, is still used officially and appears in part on the flag of Nova Scotia, which this province is permitted by tradition to display.

As a result of the declaration of war between France and England in 1627, an English expedition under David Kirke was sent out to New France, capturing Quebec and also Port Royal in Nova Scotia. However, the Treaty of St. Germain-en-Laye in 1632 restored to France both Canada (or New France) and Acadia. Though the times were unsettled, little of major consequence arose until 1654. In this year Massachusetts forces were despatched in four ships which had been sent out by Cromwell during the First Dutch War, for the purpose of capturing the Dutch Colonial settlement governed from the island of Manhattan. Prior to the arrival of this expedition of colonial troops at Manhattan, peace had been declared between England and Holland. In spite of the fact that at this time England and France were at peace, these bold colonials, ready for action, (their Dutch mission thwarted) and unhampered by international diplomatic niceties, decided to proceed against the French in Acadia. They succeeded in taking possession of Port Royal and hence Acadia. Nova Scotia thus again came under English rule. Thirteen years later, in 1667 it was returned to France by the Treaty of Breda, which concluded the Second Dutch War and ceded the Dutch colonial settlement in North America to the English. This became the American colonial Province of New York.

Then several years of intermittent French-incited Indian attacks occurred on the English settlements in Maine. The New Englanders in revenge fitted out an expedition in 1690 commanded by Sir William Phips; captured Port Royal, reduced the other settlements of the Acadians, forced the inhabitants to take the oath of allegiance to the Crown of England, and carried off the Governor of Acadia as prisoner. In retaliation an expedition from France raided New England; and again Massachusetts forces, this time commanded by Benjamin Church, returned to Acadia to repeat the attack on the settlements there and restore obedience to the Crown of England. However, by the Treaty of Ryswick in 1697, Acadia again was returned to France; and St.

Johns, Newfoundland, previously captured by the French was returned to England.

Because of continuing raids and skirmishes on the New England settlements by French and Indian war parties, it was considered necessary, as a protection for American colonial security and trade, to subdue Acadia once more. This decision was given authority by the fact that in May 1702 war had been declared by Queen Anne and her Dutch and Austrian allies, against France and Spain. Massachusetts forces under Benjamin Church once more were sent to Acadia, where they destroyed the settlements concentrated around the Basin of Minas and at Chignecto. In 1710 two attempts were made by American colonials to capture Port Royal, which both failed. Finally in 1710 an expedition of colonial forces from Massachusetts transported in ships from England, and commanded by Col. Francis Nicholson, attacked the Acadian capital. After 18 days' siege the valiant Acadian Governor Subercase capitulated. Port Royal then became Annapolis Royal, the new English capital of Nova Scotia, so named in honor of Queen Anne. Acadia now became a permanent English possession: the new British American Colonial Province of Nova Scotia, whose territory comprised all of that originally designated by the French as Acadia. However, in 1713 under the terms of the ratifying Treaty of Utrecht which ceded Nova Scotia to the English, Cape Breton was restored to the French: a most unwise move as later events were to show.

Though France had lost the great territory of Acadia as stated, she still possessed Cape Breton, and was quick to see the advantage of erecting a great fortress there to be known as Louisbourg. This was to act as a base for naval and military strategy against Nova Scotia, and indeed New England. This mighty fortress was begun in 1717 and when completed at great cost to France several years later, was regarded as the Dunkirk of America. Louisbourg thus grew to be an ever-increasing threat to the security of the new British American Colony of Nova Scotia, and to the older American colonies as well. In addition, the English Governor of Nova Scotia at Annapolis Royal had a further thorn in his flesh. The theoretically subjugated Acadians, largely concentrated around the Basin of Minas and toward Chignecto at the head of the Bay of Fundy, refused to take the oath of allegiance to the crown of England, i.e. to either George I or his successor George II. In spite of many friendly overtures by the English, the Acadians leaned through tradition and religion toward New France. The increasing might of Louisbourg, the rapidly increasing Acadian population, the many aggressive acts and general unrest caused by the intermittent French and Indian War directed mainly against the American colonists of Nova Scotia and New England from about 1744 on, kept the fate of Nova Scotia in the balance.

Finally, the continuing insecurity felt by the American colonies, notably New England and Nova Scotia, forced the decision that for their protection something must be done. Annapolis Royal in 1744 had already sustained two hot sieges by French forces sent out from Louisbourg. Largely through the efforts of Governor Shirley of Massachusetts, 4000 American colonial troops under Sir William Pepperell and a naval squadron of 8 ships from the West Indies under Commodore Warren, were assembled in the summer of 1745 and proceeded against Louisbourg. After a 7 weeks' siege the great fortress fell, to the great rejoicing of all the American colonies. It was then rebuilt with considerable effort by the English and garrisoned. The French in retaliation sent out a great Armada in 1746 under D'Anville to recapture Louisbourg and regain Acadia. But fate ruled otherwise. Through storm and disaster at sea, smallpox and scurvy, the great expedition was decimated as to ships; and death came to about 1200 men. D'Anville himself died suddenly on his ship, which (with the few ships that did arrive) were in Chebucto harbor (Bedford Basin: Halifax). D'Anville's next in command, de la Jonquiere, then tried to regroup an expedition to proceed against Annapolis Royal, but again storm and disaster at sea dispersed his ships; and further disease reduced his fight-

ing troops. Only a pitiful remnant of D'Anville's great expeditionary force finally got back to France. In addition, further bad luck occurred when 1600 Quebec militia and Indians under Jean Baptiste De Ramezay (son of Governor Claude de Ramezay who built the Chateau de Ramezay in Montreal: pictured on Canada's dollar stamp of 1936) failed to arrive in time to help D'Anville: turning back at Chignecto on receipt of the news of the disaster.

The Treaty of Aix-la-Chapelle, Oct. 1748, brought the war between England and France to a close. To obtain the promise of French non-intervention in the Jacobite cause following the Rebellion of 1745 in England (Bonnie Prince Charlie's attempt to seize the throne of England), Louisbourg and Cape Breton were returned to France in 1749. This was a most unpopular move by the Whig Government of England, and the news was most bitterly received by the American colonists. Though the British government in retribution, refunded to the Colonies the cost of the Louisbourg expedition, (money which was much needed by the colonists), great ill feeling persisted. In the opinion of many historians, this act of the English Government germinated the seeds of dissent in the American colonies, which grew steadily to burst into full scale revolution some 25 years later. Governor Shirley then, in view of this unhappy event, to obtain protection against the unfriendly might of the restored Louisbourg, and also against the continuing animosity of the Acadians, demanded as further recompense from England the building of an English fortified base on the harbor of Chebucto (Halifax), together with certain forts and garrisons in those parts of Nova Scotia where the Acadians were most numerous. This is precisely what the English officers stationed at Annapolis Royal had been advocating for years.

The more intelligent of the ministers of George II saw the advisability of this, and decided to build without further delay a fortified settlement at Chebucto to oppose Louisbourg, together with the other fortified posts recommended necessary for protection against the belligerent French. I have in my collection an interesting contemporary report which was transmitted to the Duke of Newcastle, head of the British Government, on the state of Nova Scotia in 1745. This report was made by George Fotheringham, who was later a member of the council of Governor Cornwallis at the new Nova Scotian capital, Halifax. It opens with the statement that "the Province of Nova Scotia is of a very large extent, reaching from the Province of Massachusetts to the French settlement on the River of St. Lawrence, called Canada". It mentions the untrustworthiness of the Acadians and states that "had it not been for the many and well timed supplies of men sent to the relief of the Garrison at Annapolis by His Excellency Governor Shirley, it is not doubted but that the enemy (i.e. the French and Acadians) would have been masters of it before now." He further recommends the erection of "three new forts, one at Chebucto where there is a very fine harbor, a country round it capable of any improvement," and mentions the possibilities of trade, etc. "A road to the Basin of Minas, with a fort there," (i.e. at Piziquid) and suggests that another be built at Bay Verte, "to prevent the incursions of the French and Indians from Canada, and to prevent the French from erecting a fort on the isthmus of Chignecto" (which they did anyway in 1750 at Beausejour.) However, the English countered the latter by erecting Fort Lawrence on a ridge to the east, within sight of Fort Beausejour.

Thus we have the events leading up to and the reason for the development of a new fortified settlement at Chebucto. The work began in the summer of 1749, and the new town was named Halifax, after George Montague Dunk, Earl of Halifax, the first Lord of Trade and Plantations in the cabinet of George II. It is most fortunate that his family name of Dunk was not chosen! The stamp design by the famous illustrator, the late C. W. Jefferys, ably depicts the scene of the early work of clearing the land for the fort and settlement (shown on the Halifax 200th anniversary commemorative stamp of Canada, issued June 21, 1949.) The work of developing this new fortified

settlement was under the command of Col. Edward Cornwallis (Uncle of the Lord Cornwallis who surrendered the British Forces at Yorktown at the close of the American Revolution). He became the new Governor of Nova Scotia at the new Capital of Nova Scotia: Halifax, the latter replacing Annapolis. On June 21, 1749, a fleet of 13 transports bearing 2576 colonists reached Chebucto (or Halifax) harbor. The new settlers were mostly discharged English soldiers and sailors. Later the English military garrison from Louisbourg arrived to occupy the new fort. In spite of sickness, French-instigated Indian raids, and the ineffective support of the Government of England, Governor Cornwallis and his successors, Hopson and Lawrence, ultimately made Halifax an effective military and naval base in opposition to the once more mighty Louisbourg. Inigo Bruce, of the Royal Engineers, and Charles Morris, Surveyor, laid out the new town below the fort. Initially about a dozen streets were planned: named after the leading English statesmen of the day. Further transports of new settlers arrived between 1750-53, English, Scots, Irish and German; among these an English ancestor of your "columnist". Much of the supplies for the new settlement, such as food and building material came from Boston though considerable money was supplied by England. Gradually, a close and rather permanent bond developed between the two colonial centers, Halifax and Boston. Many Americans from New England came to Halifax and other parts of Nova Scotia, becoming farmers, fishermen and traders. An extensive commerce soon developed between Halifax, New England and the West Indies.

Governor Cornwallis, during the building of Halifax in 1749-52, naturally hoped for the co-operation of the Acadians along the Basin of Minas and on the Bay of Fundy; but due greatly to the efforts of the fanatical priest Le Loutre, they persisted in their refusal to take the oath of allegiance to the king and while claiming neutrality, were believed to be secretly aiding the French cause.

When the intermittent military struggles of the continuing French and Indian wars against the American colonists developed into the full scale Seven Years War between France and England in 1755-6, Pitt (the elder), though not yet in power but possessing great influence in England, believed the best way to strike at France was through her North American colonies. He strongly favored the conquest of French Canada. Such influence stimulated the further improvement of Halifax as a base, not only as a protection but a threat against Louisbourg, and for the preparation of far reaching North American expeditions on land and sea, especially against Quebec. As a result of war Halifax therefore became a bustling fortified settlement and seaport, full of trade and commerce—a place of importance. The necessity thus became evident for civil, military and naval communication, not only with the American colonies of England, but with England as well, as the war with France progressed.

One of the earliest plans of attack against the French at the outset of this major war in North America involved movements of British troops against four different points: Fort Duquesne (site of Pittsburg), Fort Niagara, Crown Point and Ft. Carillon (Ticonderoga), and Ft. Beausejour on the isthmus of Chignecto. Obviously from the angle of British military strategy in Nova Scotia, directed against Fort Beausejour and indeed, New France (Canada), it became necessary to establish a system of communication between the armed forces, the various American Colonial Governors and their military staffs, and naturally those in authority in the most northerly American colony of Nova Scotia. Halifax therefore, in the process of development as the centre of military and naval activity in Nova Scotia obviously had much to do in furthering the success of British arms, more particularly against the French at Ft. Beausejour and the rebellious Acadians as well. The Colonial Governors of Massachusetts, New York, Virginia and Nova Scotia, recognizing the necessity for more efficient civil and military communication appealed

for better postal service and which should include Nova Scotia. The Post office at Halifax which was opened in the spring of 1755, was one result; and another in the Fall of 1755, was the establishment of the Royal Packet service from England to New York, to Charleston, S. C., and to the West Indies. Smaller ships plying between Halifax, Boston and New York were used as mail packets to link up the new Halifax Post office with the Royal English Mail Packet Service and the other American Colonial posts. It was not until 1788 however, that the Royal English Mail Packet Service included Halifax as a regular port of call.

So far so good. Now a point of real postal historical interest. We have a good idea from the foregoing WHY a post office was necessary, but there is one question which has not been given the attention it deserves. Under whose immediate direction was the Halifax Post office organized and opened on Apr. 28/1755? I will endeavor to discuss this question in my next column; together with a number of aspects of the Postal History of Halifax (1755-1800) which have not been heretofore presented. P.S. The next "Column" will be much shorter!

Robert W. Lyman Robson Lowe Agent

Arrangements have been made whereby Mr. Robert Lyman of Toronto, will act as an Agent for Robson Lowe Limited, both in North America and on the Continent of Europe.

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Mr. Lyman will be representing 50 Pall Mall at the Exhibition that is being held at the Palazzo Grassi, Venice, from 7th to 17th May 1953.

NO MORE PRECANCEL NUMBERS

It may be of interest to readers of TOPICS that Canada will not have any more stamps precancelled with town numbers, but only with bars. There is one exception—during Christmas, Montreal, Toronto and Quebec will get special permission to use a 4- and 5-cents precancel with numbers for sending catalogues and calendars. Although I have tried to obtain a complete listing of numbers and denominations which have been precancelled so far, this is not available at the post office.

Hans Reiche (#783)

BNAPS YEAR BOOKS

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25¢ per copy

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34 Jessie St.
Brampton, Ont., Canada

Bringing News About People and Stamps

By Rev. J. S. Bain

The recent auction sale of Vahan Mozian, Inc., New York City, March 24-25, had an item of special interest in the field of British North America. Lot #632, was described as unused "Louis Riel 1869 in red, Head of Liberty inscribed 'Republique Canadienne' very fine copy of this great Rarity of which there is only one other copy known, see Jarrett's Handbook page 136 #19". The lot brought the amazing price of \$575.00! The full story of this stamp (?) has never as yet been told, as it has been impossible to obtain any authentic information. However, at least five copies are known. BNAPSers who attended CAPEX will remember that Mr. Bainbridge exhibited a copy on piece. The Jarrett reference to a copy reposing in the possession of the Catholic Hierarchy, St. Boniface, Manitoba, is discredited by a letter to BNAPSer Pitblado from Rev. Antoine d'Eschembault which appeared in "Popular Stamps" May, 1945. Rev. d'Eschembault did suggest on information suggested by an old-timer that it might have been issued for "Spence's Republic of Portage la Prairie". While copies are mentioned as being in black, red, and blue, the only definite information appears to be red. I have raised the question as to whether or not this might have been an S. Allan Taylor emission or by one of his associates. Who can supply information on this strange "stamp"?

BNAPS

"The Canadian Round Table" column appearing in Weekly Philatelic Gossip for March 28, 1953, says in an editor's note: "Scott's #86 (Canada, 1898 Map Stamp) in black, blue and carmine does not exist imperforate so far as our records show or as far as we can get any information." It will be noted that Scott does not list #86 imperforate. A very fine listing of

shades of the ocean of this stamp in imperforate form exist in the auction catalogues of J. N. Sisson, for February 8-9, and April 18, 1951. Here they are; deep lavender, lavender, pale blue, blue, and greenish blue. They do exist Mr. Editor.

BNAPS

The new Canada Wildlife issue is out and a very attractive issue it is. A totally new departure in design for Canadian stamps. In connection with this issue I received a first day cover from BNAPSer W. H. Metcalf, Moose Jaw, Sask., who informs me that it was produced by BNAPSers Paine and Anderson also of Moose Jaw. The cover bears a cachet which is a reproduction of the city seal of Moose Jaw with the lettering around it reading "WILDLIFE SERIES / THE FRIENDLY CITY". The three stamps are tied by a Moose Jaw cancellation and slogan reading "1903 / GOLDEN JUBILEE / 1953". This makes it an attractive first day cover. Many thanks also to BNAPSers Harry Bradley, Frank Campbell, and Ken Vizzard for first day covers. BNAPSer Vizzard as usual encloses mint stamps of the issue! Such mail is the dream of every columnist!! I appreciate the thoughtfulness behind each cover.

BNAPS

A short note from BNAPSer Lt. Russell Allison tells of his arrival back in the U. S. from Japan, and being hospitalized in Murphy Army Hospital, Waltham 54, Mass. He comes back to see a son born while he was in Japan. What a time he will have "Looking Here . . . Looking There". I am sure we all wish him a speedy recovery. I think he is even planning on being at BNAPEX in Montreal.

Canadian Philatelic Literature

. . . a Working Library

by ED RICHARDSON (#168)*

Most philatelists, and certainly most members of the Philatelic Library Association, are agreed that a working library is the best of philatelic investments. However, very few collectors can afford, have the need, or have the necessary space, to collect all philatelic literature indiscriminately. Unless one is a philatelic bibliophile, the collector generally is interested only in those works which can directly assist him in his study of the stamps and postal history of his particular specialty.

It is especially for those interested in the stamps of Canada that this is written. The books, pamphlets and periodicals listed, have been selected to give the Canadian Collector the best possible working library with the minimum of investment. For that reason the list is not intended to be complete. Rather it is offered as a guide, grouped according to various recognized fields of specialization, which if followed will provide the Canadian collector with a fairly complete source of information necessary for the intelligent study of his material.

A few words of explanation about the code signs used are necessary. An asterisk (*) indicates that particular work is a "must" insofar as the particular field of specialization is concerned. Often it is the only source of information available. In the case of handbooks it may mean that a great deal of valuable data is contained therein which is not found elsewhere.

A circle (O) indicates the work is a valuable supplemental source, providing one already has those in that particular group marked with an asterisk.

Those with no code are works that the author has found useful, but which may be omitted if the collector has those otherwise coded, and wishes to keep down his investment.

Prices where given are a reasonable approximation of current market prices.

The author is not so naive to expect all Canadian specialists to agree 100% with his selections. Many will be disappointed to note that some favorites of theirs has been relegated to "third position." However, he has been a collector of practically every phase of Canadian Philately for over sixteen years, and has had his own private philatelic library of over 500 bound volumes, handbooks and monographs to assist him with the selection. In spite of all, the selections won't be perfect—but there is the hope that the list will prove to be a valuable guide and of assistance to the collector of philatelic Canadiana.

Nuffsd,—now for the list!

ARRANGEMENT

- Group A — General Handbooks and Catalogues
- “ B — The Provinces—Special Studies
- “ C — Postal History
- “ D — Periodicals
- “ E — Postage Issues—Special Studies
- “ F — Airmails
- “ G — Revenues
- “ H — Other Sidelines

*Reprinted from "Philatelic Literature Review"

GROUP A — GENERAL HANDBOOKS & CATALOGUES

- * **Fred Jarrett's**—"Standard British North America Catalogue." The third and last edition, 1929. Over 600 pages, limp leather cover. The basic philatelic Canadiana "bible." Includes all provinces, revenues, varieties, stationery, cancellations, and proofs and essays. Not only a catalogue—an encyclopedia ----- \$28.00
- * **Winthrop Boggs'**—"The Postage Stamps and Postal History of Canada." 1946. 2 vols. Total pages over 1100. Profusely illustrated and documented. A "must" for any intelligent study of Canada's postage issues and postal history ----- \$12.50
- * **Dr. L. S. Holmes'**—"Specialized Catalogue of Canada and British North America"—7th Edition, 1949. Bound in Green cloth, 266 pages. "The Scott's U. S. Specialized"—of Canada. Includes postage, revenues, proofs, semi-official airs, provinces, first flights, errors, varieties, and postal stationery. A priced catalogue ----- \$5.00
- * **J. N. Sissons'**—"B. N. A. Catalogue." Numerous editions. Paper cover, 50 pages, well illustrated. A dealer's price list, covering postage, stationery, revenues, provinces, and miscellaneous specialties. A "must" for up to date information ----- 25¢

(Note: The above four items are the "foundation stones" necessary for any adequate Canadian Working Library)

- **Clifton Howes'**—"Canada, Its Postage Stamps and Postal Stationery." 1911. Regular Edition cloth bound. 287 pages plus 15 plates, large pages, 8 x 10½. An authoritative source book, but most data has since been re-published ----- \$40.00
De Luxe Edition ----- \$80.00
- **Dr. L. S. Holmes**—"Handbook and Catalogue of Canada and B. N. A." 1943 and 1945 editions. 443 pages of which 246 are devoted to the handbook section. Well illustrated. Includes postage, revenues, postal stationery and other specialties. Handbook section invaluable ----- \$8.00
- The London Philatelic Society's**—"The Postage Stamps, Envelopes, Wrappers, and Post Cards of the North American Colonies of Great Britain." 1889. 67 pages and 6 plates. Leather cover. The outstanding authoritative work of its time. Valuable as source book for students seeking original studies. Scarce ----- \$35.00
- B. W. H. Poole's**—"The Postage Stamps of Canada." 1917. Paper Covers. 80 pages. An early, well-written source book ----- \$10.00
- Patrick Hamilton's**—"Canadian Stamps." 1940. 120 pages, paper covers \$1.00

GROUP B — THE PROVINCES—SPECIAL STUDIES

British Columbia and Vancouver Island

- * **A. S. Deaville's**—"The Colonial Postal Systems and Postage Stamps of Vancouver Island and British Columbia, 1849-1871." 1928, 210 pages, cloth bound. "Archives of British Columbia, Memoir No. VIII." An outstanding philatelic study and record. One of the finest works ever devoted to the stamps and postal history of a single colony ----- \$18.00
- **B. W. H. Poole's**—"The Postage Stamps of British Columbia and Vancouver Island." Circa 1918. 14 pages paper covers. Severn-Wylie-Jewett booklet No. 31 ----- 50¢
- **Hitt and Wellburn's**—"Barnard's Cariboo Express in British Columbia." 30 pages, of the Black Book Stamp Specialist series. Excellent work, beautifully illustrated ----- \$1.25

Dr. V. M. Berthold's—"Wells, Fargo & Co.'s Handstamps and Franks." 1926. Paper covers, 85 pages. Some 15 or more pages are devoted all or in part to the express company franks of British Columbia and Vancouver Island ----- \$2.00

New Brunswick

* B. W. H. Poole's—"Postage Stamps of New Brunswick." Circa 1918. 16 pages, paper covers. Severn-Wylie-Jewett booklet No. 28. Basic data 50¢

Newfoundland

* Winthrop Boggs'—"The Postage Stamps and Postal History of Newfoundland." 1942. Regular Edition cardboard covers, 186 pages. Well illustrated. Informative study ----- \$2.00
De Luxe Edition ----- \$3.00

* The Meyerson Brothers'—"Pre-Adhesive Postal History and Postal Markings of Newfoundland." Not yet in booklet form. Appeared in BNA TOPICS in 1949. Now (1951) being run in American Philatelist. An original, authoritative study. Probably will be reprinted in book form.

○ Poole and Huber's—"Newfoundland Postage" Circa 1921. 65 pages, paper covers. Excellent study ----- \$1.50

Nova Scotia

* B. W. H. Poole's—"The Postage Stamps of Nova Scotia." Circa 1919. 20 pages, paper covers. Severn-Wylie-Jewett booklet No. 34 ----- 50¢

Prince Edward Island

* Mervyn Quarles'—"The Postal History and Postage Stamps of Prince Edward Island." Not yet in booklet form. Appeared in October, November, December 1950, and January 1951 issue of American Philatelist. Brings most of the present known facts up-to-date. Probably will be reprinted in book form.

○ J. A. Tilleard's—"Prince Edward Island Stamps." An article contained in Vol. II of the London Philatelist, 1893. Valuable study, especially the seven plates of proofs in black on glazed paper. Bound volume complete with plates ----- \$75.00

○ B. W. H. Poole's—"The Stamps of Prince Edward Island." Circa 1918. 16 pages, paper covers. Severn-Wylie-Jewett booklet No. 27 ----- 50¢

R. G. R. Dalwick's—"Prince Edward Island." Circa ?. 33 pages, pocket size, paper covers. An excellent early study ----- \$2.00

All Provinces (Except Newfoundland and Canada)

Ed Richardson's—"Philatelic Byways thru 19th Cent. BNA—B. Columbia, N. B., N. S. and P. E. I." 16 pages, of the Red Book, Stamp Specialist series. Highlights only ----- \$1.25

GROUP C — POSTAL HISTORY

* William Smith's—"History of the Post Office in British North America." 1920. 356 pages, cloth bound. Of tremendous value to the postal history student ----- \$18.00

* Konwiser-Campbell's—"Canada and Newfoundland Stampless Cover Catalog." 1946. 58 pages, paper bound. Published by S. G. Rich ---- \$2.00

○ Robson Lowe's—"Handstruck Postage Stamps of the Empire"—1941. Cloth bound. 330 pages, of which 23 pages are devoted to Canada and the provinces ----- \$3.50

A. D. Smith's—"Development of Rates of Postage." 1917. 431 pages, cloth bound, approx. 50 pages devoted to Canadian matters ----- \$5.00

(To be concluded next month)

From the President...

Dear Fellow BNAPSers:

What does the future hold for BNAPS? The future of our Society is tied in with the future of B. N. A. collecting and anything we can do to increase the interest in B. N. A. is bound to help BNAPS.

Going back about fifteen years there was a minimum of interest in Canada here in New York and it was reflected in the prices realized for Canadian material at the auctions. I realize that there may have been a good demand at that time in Canada but with New York representing one of the, if not THE world market, the true popularity of a country's stamps

could best be judged by the interest reflected in the New York market. Today however, and for the past several years as well, Canadian material has become so popular that it very frequently outsells United States and all other classes of stamps in the auctions and also over the counter.

There are many reasons for this improvement and I do not propose to discuss them at this time. However the elimination of large supplies of recent issues from the Agency at Ottawa went a long way toward inducing dealers to push Canada. There have never been stocks in the hands of professionals anything like that which exists in the case of U. S., and with the steady growth of population in Canada combined with a rising income per capita, the demand within Canada has grown to a point where material is being drawn from all foreign markets to satisfy the home demand. Furthermore collectors in other countries are turning to Canada for several reasons with the most important being perhaps a desire to get away from countries which prostitute the stamp collector by bringing out an endless flow of stamps irrespective of whether or not they are required for postal reasons. Coupled with these factors has been the sharp increase during the past ten years in the amount of information regarding Canadian stamps which has been made available to the collecting public.

At this point Canadian philately is in an excellent position with the demand well in excess of the available supply and the ability of the market to absorb some of the major accumulations which have been dispersed in recent years has amazed many who felt that heavy wholesale quantities would prove more than could be handled. On the contrary it would seem that the increase in the supply served as a stimulant. From this solid healthy base BNAPS can do a lot to promote further interest in B. N. A. by continuing to make available to the collecting public more and more information regarding the stamps and the postal history of Canada and its various Provinces. There is an old saying that it pays to advertise and I think there is a direct connection between the increased interest in Canada and the number of books and articles that have appeared on Canada during the past ten years.

Jarrett was a little early but his 1929 book is still invaluable and coupled with the flow of books during the past seven to ten years, Holmes, Boggs, Konwiser-Campbell on stampless, Marler on the Georges, Calder on the 1859's, White's plate block catalog, etc., it has served to arouse the interest of collectors. Half the fun in collecting is to obtain some unusual item and most



of us have to hear of it or read about it before we can recognize it when we see it. Therefore to keep the interest in Canada at a high level it is essential that BNAPS continue to feed out information that is wanted by its members and other collectors that are potential members. If this is done the future of our Society is assured.

There has been considerable agitation in the past, and it is continuing from what I read in TOPICS, for a catalog or handbook on Canada by the BNAPS. For several years there was a feeling by some, including myself, that for a catalog to be accepted it would have to carry the name of some well known organization in the professional field of philately. Now however with the membership of our Society including a high proportion of all recognized authorities on Canada and particularly with the excellent reception accorded the Plate Block catalog by professionals as well as collectors, there is no longer any reason, in my opinion, why we could not consider such an undertaking as a further stimulant to the collecting of Canadian philatelic material.

Such a book would never replace completely some of the standard works but it would serve to supplement many of them because it could include new data brought to light in recent years and it would of course reflect price changes. With the cooperation of the entire membership it would be possible to illustrate almost anything that is known to exist with the cost of cuts being the principal limiting factor. The stumbling blocks are many, however, and include such things as, an individual with the time and knowledge to act as a coordinator, the willingness of specialists in the various fields to perfect the various sections, the problem of deciding the scope of the book as regards detail in the many fields which exist, the establishment of prices or price ranges in keeping with current conditions without enlisting the help of outright professionals to the point where we might be criticized for lending our name to a dealer's price list, and finally the all important question of financing the project.

Since something should be done and since there is no point in considering something unless we know what we are thinking about I suggest that members indicate on a postcard, or letter if you wish, their thoughts regarding the following broader aspects of the undertaking.

1. Should this be a highly detailed book or should it be boiled down to facts such as known shades, varieties, etc., and prices for singles, covers, multiples, etc.

2. Should the book cover all phases, prestamp markings, proofs, etc., adhesives, stationery, revenues, precancels, meters and postmarks or should it be limited.

3. Should the book include all of the Provinces including Newfoundland.

4. If you are a specialist, or perhaps an authority on any one or more phases, would you be willing to work on this project and have you the time to do so.

In asking for voluntary comment and expressions of willingness to help, if the project is to be undertaken, I am motivated by the fact that if a person has to be asked or urged to do something it is not likely to be done thoroughly and on schedule. Please let me hear from you and the replies received will be turned over to the Board of Governors for further study to determine if there is a reasonable agreement on what we want, if there is going to be enough help to do the job that is desired, and if there is enough genuine interest to justify an exploration of the production costs.

HARRY W. LUSSEY, President

Support your magazine. Send in your information

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

No. 45—DR. ALFRED WHITEHEAD, F.R.C.O.

Dr. Alfred Whitehead was born on July 10, 1887, in Peterborough, England, and came to Canada when in his twenties. He is a Doctor of Music and not of Medicine, as so many BNAPSers think! Widely known as an organist and as composer of organ and choral music, he is Dean of Music and Director of the Conservatory, Mount Allison University, Sackville, New Brunswick. Before moving to Sackville Dr. Whitehead was organist of Christ Church Cathedral, Montreal, for twenty-five years and has been president of the Canadian College of Organists for three terms; over four hundred of his compositions have been published and some of his church music is in regular use at Westminster Abbey, Canterbury Cathedral, Washington Cathedral and the Cathedral of St. John the Divine in New York.

For twenty years Dr. Whitehead studied the stamps of Great Britain almost exclusively, concentrating on the line engraved issues and postal history and received a Gold Medal in London, England, in 1928; Silver Gold, New York, 1936, and Silver Gold (for a different selection) at CIPEX in 1947. During the last twelve years he has collected Canada with certain limited interests; (1) postal history, (2) fine covers, (3) plate varieties, (4) King Edward precancels. In postal history, R. P. O. markings chiefly, he is endeavouring to show the life history of all markings, which we all agree is a herculean task requiring years of research, and a tremendous amount of material. At CAPEX he exhibited ten volumes of R. P. O.'s on K. E. issues only, for which he received a Bronze Award but admits that most of his R. P. O. collection is not yet mounted!

Dr. Whitehead has written considerably on British stamps and postal



history in the *British Philatelist*, *American Philatelist*, etc., and for some time has been a regular contributor to *BNA TOPICS* on different B. N. A. subjects. Gordon Lewis, our editor, has stated that articles by Dr. Whitehead are among the most popular the magazine has ever published.

Another hobby of Dr. Whitehead is painting (oils and pastels) and he has frequently exhibited in Montreal and Eastern Canada. In 1951 he was given a one-man show at the fine art Gallery at Mount Allison, the first amateur to be so honored. A member of the American Philatelic Society, C. P. S. of Great Britain and American Philatelic Congress, Dr. Whitehead has two books commenced: (1) on Canadian "Squared Circles" Cancellations and (2) *The History of the Canadian Railway Post Office*, the latter a huge task and the Doctor feels he may never have the time to finish it.

Perforation Varieties in Some Later Newfoundland Issues

By MARSHALL KAY (#760)

PART II

SIR HUMPHREY GILBERT COMMEMORATIVE ISSUE of August 3, 1933; Scott 212-225; Gibbons 236-249

The values in this issue are all known in 13.2 comb perforation (type 1), and seven, the 7, 9, 10, 14, 20, 24 and 32 cent values, have been found in 14.1 line perforation (type 2). Table 5 gives the percentage of the latter present among (1) about 200 stamps of each value in collections and dealer's stocks, (2) those not in sets, about 40 stamps of each value, principally in a single dealer's stock, and (3) the values in each of 116 sets, including 12 sets of blocks in which each was counted as but a single stamp.

Table 5: Percentage frequencies of line perforate 14.1 varieties (type 2) in the Sir Humphrey Gilbert Commemorative Issue:

Scott No.	Value	(1)*			Scott No.	Value	(1)		
		All	Not in sets	In sets			All	Not in sets	In sets
217	7 cent	24	47	19	224	24 cent	15	18	15
219	9 cent	3	2	4	225	32 cent	17	26	16
220	10 cent	3	3	2					
221	14 cent	26	45	25	Of above 7 values	14	26	16	
223	20 cent	25	55	20	Among 14 values	7	13	8	

*See text for fuller explanation

The varieties have been listed partially but not priced in the later editions of the Stanley Gibbons catalogues. Five were recorded in 1951, all but the 9 and 10; the former was added in 1953, but the 10 cent is still unrecorded.

In addition to the above frequency count, a record was kept of the number of line perforate (type 2) stamps in each complete set to enable judgement of the probability that all stamps of both types were originally issued together as compared to the probability that the two types were initially distributed at different times. If the original issue were wholly of comb perforate stamps, a larger number of sets would be completely of that type than would be the case if the two types were issued together and indiscriminately. Table 6 shows (1) the number of values of line perforate stamps in each of 100 sets—if a set had three line perforate stamps, it would be listed as 3, (2) the number that should be expected if the stamps were mixed indiscriminately at the beginning in the proportions in the first 100 sets counted in Table 5, column 3, a figure gained by computing the probability of appearance of every possible combination of comb and line perforate types in the seven values, and adding the probabilities of the combinations with 0, 1, 2 and larger numbers of line perforate types. Statistical tests show that there is not one chance in 100 that the distribution is one of indiscriminate original mixing—that there should be as many as 51 sets having not a single line perforate stamp out of 100, for instance. Thus, either the line perforate stamps were later issued, or the sets were assembled with selection of the two types. The latter is very improbable. Sets were units purchased from dealers or post offices which did not distinguish and separate the types, for they have not been sold or catalogued as different. Moreover, if there had been selection, it would have been very peculiar in that the percentage of sets having increasing numbers of line perforate values decreases in normal progression

such as would occur by adding line perforate values to a preponderance of earlier issued comb perforate types; purposeful segregation should have produced a larger number of sets having several line perforate type stamps.

Table 6: Sir Humphrey Gilbert Issue—number of line perforate 14.1 (type 2) values in each of 100 complete sets:

Number of line perforate values in each set	Percentage counted in 100 sets	Percentage expected if distributed by chance
None	51*	32
1	17	41
2	15	21
3	11	6
4	6	1
5, 6 or 7	0	virtually none

*That is, there is little better than an even chance that a collector will lack line perforate stamps in his set, 17 chances in 100 that his set will have one line perforate (type 2) stamp, etc.

If there were two printings, they would be more certainly indicated by shades and by cancellation dates. Moreover, occasional stocks might have a preponderance of line perforate stamps of several values, because the stock might have been gained from post office stocks late in the period of distribution of the issue after the line perforate stamps had been released. There are slight differences in shade, apparent when stamps of the two types adjoin in an album; the shades are not sufficiently distinct to assure that they are not simply within the range of variation in a single printing. The four first day covers seen by the writer had only comb perforate types; such should happen only once in sixteen times if the original distribution had both types. I have not seen a date cancelled line perforate stamp or one on cover—unfortunately they are not represented among the lower values that are most numerous on covers; I will be pleased to learn about any such cancellation dates, and see that the information is placed in print. With regard to dealers, few have other than complete sets. A single stock had an exceptionally large percentage of line perforate stamps in each of five values, the factor responsible for the higher percentages in the column in Table 5 for stamps not in sets. Moreover, after the table was prepared, an auction in New York had a set of mint blocks including six of the line perforate type; as these were on carefully prepared album pages with comb blocks of the other values, and without notes on perforation, they seem to represent a late purchased set of blocks. Thus, each line of evidence supports the view that line perforate stamps were not distributed from the very beginning, but were introduced to circulation later.

There may have been two printings, as suggested in the 1953 Stanley Gibbons catalogue. The colors are so nearly alike that they do not require it. If there were two printings, the first was comb perforated, and the second at least partially so, too, for there are so few line perforate 9 and 10 cent values that they cannot reasonably be considered to represent the whole of a second printing. It is perhaps conceivable that a single printing was perforated at two different times, the distributions being successive. Evidence of cancelled stamps will be interesting in indicating when the line perforate types were first available; the writer has seen no date cancelled line perforate values.

There is a peculiarity about the comb perforate types. The continuous bar was along the right side of each stamp, and the projecting comb teeth with their suspended perforating needles ran along the top and bottom of the vertically elongate values. But the comb teeth seem to have been so long that the outermost perforations, on the upper and lower left corners of the stamps, were again perforated by the continuous comb bar's needles when the

next impression was made after the sheet had been moved the width of a stamp. Thus the corner perforations are not always simple round holes, but elliptical ones, because the holes cut by the needles projecting from the straight comb bar did not coincide exactly with those made by the previously impressed terminal needles of the comb teeth. It will be shown in the discussion of the Publicity Issue that in some other stamps there were too few needles instead of too many, and in the Caribou Issue, terminal needles so closely approached the corner as to reduce or eliminate the nibs near two of the corners.

The comb (type 1) and line (type 2) values of this issue have not been priced separately in any catalogue to my knowledge. If one can judge by the prices in analogous cases, the frequency of the 7, 14, 20, 24 and 32 cent values in line perforate types is sufficiently great, and their normal price so high, that they would be catalogued at perhaps one-fifth or one-fourth higher than the comb stamps. The 9 cent and 10 cent are relatively so rare that one would expect them to be catalogued at about five times the price of the ordinary stamp; the price ration would be relatively lower than those in the Long Coronation Issue because the normal price for each stamp is much higher. The line perforate stamps in the Sir Humphrey Gilbert Issue have greater significance than those of the Long Coronation Issue, for they seem to be of a later printing than most of the comb perforate stamps.

In conclusion, it seems that there was an initial distribution of comb perforate stamps, and a subsequent printing or distribution of stamps of seven values that had been line perforated. This second printing must have been partly comb perforated, too, as line perforate types of the 9 and 10 cent are quite rare.

After the above was submitted, the writer observed in a lot sold in the Harmer, Rook and Company auction in New York on March 12th a used 7 cent line perforate stamp with St. Johns postmark, the month not impressed, but the date and year 3 and 1933. Hence, line perforate Gilbert stamps were in use within four months of the date when the issue was first released, on August 3, 1933.

FIRST PUBLICITY ISSUE of 1928; Scott 145-159, Gibbons 164-178

The values of this issue were placed on sale on January 1, 1928, with the exception of the 14 cent and 28 cent, issued in August and December, according to Boggs. The issue has quite a variety of perforation types, both simple and compound. There are compound comb perforate values of 13.5 x 12.8 (type 1) for horizontally elongate stamps, and 14.0 x 13.7 (type 2) found in two varieties in the 1 cent value; and in line perforation, stamps of gauge 14.1 x 13.8 (type 3) for horizontally elongate stamps, and of 14.1 x 14.1 (type 4) in the 14 and 28 cent values. No more than two types are known in any one value, and several stamps are known only in one gauge and type. Gibbons

Table 7. Percentage frequencies of several perforation types in the First Publicity Issue

Scott No.	Value	Types	Percentages	Scott No.	Value	Types	Percentages
145-1	1 cent	#2	100	153-10	10 cent	#1, 3	28 : 72
146-2	2 cent	#1	100	154-12	12 cent	#3	100
147-3	3 cent	#1, 3	34 : 66	155-14	14 cent	#1, 4	26 : 74
148-4	4 cent	#1	100	156-15	15 cent	#3	100
149-5	5 cent	#1,	82 : 18	157-20	20 cent	#1, 3	52 : 48
150-6	6 cent	#1, 3	97 : 3	158-28	28 cent	#4	100
151-8	8 cent	#3	100	159-30	30 cent	#3	100
152-9	9 cent	#3	100				

Types: #1, 13.7x12.8 comb; #2, 14.0x13.7 comb; #3, 14.1x13.8 line; #4, 14.1x14.1 line perforate.

catalogues give three types without pricing them, but with distribution differing somewhat from that observed so as to leave uncertain any comparisons; their type "b" is clearly the above type 1. The distribution and frequencies of types are shown in Table 7, based on about 100 stamps of each value, nearly all in sets; six values have representatives of two perforation types, one each comb and line. Only the 6 cent line perforate type is particularly rare.

The 1 cent with perforation type 2 comb has two peculiar varieties, each quite common and not separately counted for frequency. The sheets had the projecting needles on the long bar of the comb with 14.0 gauge, producing the holes across the base of each row of stamps, and the needles of the short comb "teeth" perforating the longer sides of the stamps with 13.7 gauge. But at one time the machine had 19 perforating needles in each short comb bar, and at another, 20 needles. As the gauge is 13.7, the holes in the 19-hole variety do not extend as near to the top along the sides as do those in the 20-hole form, so the 19-hole stamps have a long imperforate nib just below the upper corners. Stamps in blocks are all of one kind or the other insofar as observed, so presumably the two forms represent two times of perforation. It is of course necessary to measure the gauge of comb perforate stamps along the side of a single stamp so as not to involve the varying gap between perforations of successive impressions of the comb bars. In the 2 cent and other type 1 perforate horizontally elongate values, the continuous perforating bar of 12.8 gauge bounded the left side of the stamps, the 13.5 perforate projecting bars of 12.8 extending to the right; the nibs nearest the right corner frequently are thin.

The 4 cent value has two shades, both of type 1 comb perforation; they are listed in Gibbons as mauve (#167) and rose purple (#167a of 1929) the former a little higher priced. The 14 cent seems to have shade contrasts in which the comb perforate type 1 is more reddish brown and the line perforate type 4, darker brown. Careful study might reveal other constant shade differences.

The 14 cent and 28 cent were issued in August and December, 1928, later than the others, according to Boggs. They are unique in having type 4 perforation, 14.1 line. But the 14 cent also has type 1 perforation in another shade, suggesting that it was reprinted; the rose purple shade of the 4 cent in the same perforation type is said to have been printed in 1929 (Gibbons). Thus types 1, 2 and 3 were in the original issue of this set, type 4 came into use later in the year, and type 1 seems to have been applied again to printings in the following year. Some of the values having types 1 and 3 perforations must have been perforated at one time, for it is not probable that a variety that occurs as rarely as the 6 cent in type 3 represents a separate printing order. Some of the values having these two types may have been issued in each at a different time. As the issue has the different types in low value stamps, and nearly all types are common in their respective values, there should be abundant information in covers and date-cancelled stamps to establish whether types in some values are from successive printings.

This is but the first of the three Publicity issues, followed by the re-engraved and watermarked re-engraved. The first is particularly rich in perforation types, but these have not been studied as critically.

Thus, the first publicity issue has unusual variety in perforation types. There are values with both line and comb perforate forms, some compound; one comb perforate type has varieties of the same gauge but with differing numbers of perforations.

● A third article by Mr. Kay will appear in a later edition of BNA TOPICS, in which he will discuss the perforation varieties of other issues of Newfoundland. All enquiries or additions in connection with Mr. Kay's articles should be addressed to D. C. Meyerson, 69 Fenimore Drive, Harrison, N. Y.

Trail of the Caribou

By Freres Meyerson



G. Lewis

Back in the Jan. '52 issue of TRAIL we discussed a plate flaw on the 3¢ dark carmine, Scott #246, that Alec MacMaster had submitted. The flaw was to be found in the upper right corner of the frame surrounding the portrait and it consisted of a red line extending diagonally through the corner pearl. At that time we advised that Alec had several used copies but was unable to position the flaw. E. H. Hiscock, BNAPS #234, St. John's, Newfoundland has just sent Alec an upper left corner block that definitely fixes the position as Stamp #21. Thank you Mr. Hiscock for the cooperation.

E. H. Hiscock comes through with a plate flaw of his own which is confirmed by Alec MacMaster. Rather a good double play combination. The one that Harold Hiscock lists is to be found on the 48¢ stamp, Scott #266. The flaw in question is to be found on stamp #31 in the sheet and it consists of a semi-circle in the color of the stamp directly beneath the "4" in the lower left corner. The block of 6 that Harold submitted is a beaut as it has the left margin and shows the divider between stamps 41 and 51, and it also shows the side plate number #41793 in the margin alongside stamp #51.

Back in Feb. '52, we did a bit on the Newfoundland APO markings. This was supplemented by an article in the May issue for the same year. As a result of the second bit we received a letter from Dr. C. J. Nemmers, BNAPS 797, of Anamosa, Iowa. He questioned some of our information and suggested that we contact Mr. Hiscock for the full story. At long last the letter from Harold that brought the information on the block of the 48¢, also brought an answer to our request for clarification on the subject. The changes and additions

according to Mr. Hiscock are these. The first detachment of troops in the transport "Edmund B. Alexander", arrived off St. John's on Jan. 25, 1941, but, owing to heavy weather did not enter St. John's until early the morning of the 29th. The Alexander remained at St. John's until sometime in the summer serving as a floating barracks for the troops until a temporary shore camp (Camp Alexander) was established on the outskirts of St. John's. According to Dr. Nemmers, 801B should be Gander and not Fort Pepperell as we wrote and should not be Stephenville as cited by Mr. E. Jagger in "Stamp Collecting". Dr. Nemmers continues and advises that 801C should be Stephenville and not Stephenland as we said earlier. Both Dr. Nemmers and Harold Hiscock agree that 801D is definitely not Quidi Vidi, but rather Fort Pepperell.

Mr. T. D. L. White, BNAPS #717, of Vancouver, Brit. Col., has submitted a very interesting variety of the 5¢ Caribou, Scott #119. Mr. White has made rather an exhaustive study of this stamp and submits two copies showing the following varieties. The fact that he has two copies, one acquired about two years ago and the other about 6 months ago lends credence to his assumption that the varieties are constant. We would like to position the variety and we are listing the characteristics as follows: The lower left numeral "5" shows a duplication in the form of a single line paralleling the bottom of the figure. This same condition is found in the lower right figure "5" as well. In addition the lower left "5" also shows a slight doubling in the lower left part of the center of the numeral. There is a distinct flaw to the right and parallel to the upright stroke of the "L" in the word "NEWFOUND-
(continued on next page)

CANADIAN ILLUSTRATED COVERS

By E. L. PIGGOTT (#629)

No. 3



While the Montreal, Canada, cancellation on this cover does not reveal the year date, the backstamping at Victoria Mines and Sydney, Nova Scotia, indicates the cover was through the mails in 1890. Holmes' Catalogue of Canada and B. N. A. tells us the commercial telegraph of the Dominion was and had been for many years carried on by the Great North Western, the Canadian Pacific and the Western Union telegraph companies. The Standard British North American Revenue catalogue mentions covers of this type were printed in black. The one illustrated is printed in brown. The writer also has one printed in blue as well as the black one.

It will be noted the cover is addressed to Sydney Lights, N. S. Mr. F. A. Crawley (No. 881) informs me Sydney Light is properly termed "Flat Point Light" and is the main beacon at the entrance to Sydney Harbour in Nova Scotia. It was established in November 1832 as "Low Point Light" but the name became so confused with Low Point in Inverness County, where there was a post office, that it was officially renamed Flat Point Light in June 1909.

(continued from previous page)

LAND". Last but not least of the varieties there seems to be a line representing a possible cracked plate through the "TAGE" of the word "POSTAGE". All in all it is a very interesting variety and one that is readily recognizable.

Our copy of "NEWFOUNDLAND AIR MAILS" by R. E. R. Dalwick and C. H. C. Harmer has just arrived too late to review. We will have something to say about it in the June issue. However we feel that every collector of Newfoundland Air Mails must have a copy. A word to the wise should be sufficient.

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Prisoner of War Mail—Canada

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

(Continued from Page 101, April 1953)

PART VIII

(C) Cancellations and Franks (continued)

(2) Franks

(e) Other Markings.

Very often on a cover you acquire there are markings concerning which you have seen no explanation. Being a cover collector myself and having had this experience I am adding in these notes this division. Where possible I have identified them as military or civilian markings. The "Military" and "Civilian" have the same significance as used under censorship. Again, no doubt, those included are far from a complete list.

(1) Military.

On many covers you will see such markings as "A" for army, "A.F." for Air Force and "N" for Navy. By regulations the service of the P. O. W. had to be shown; usually they are shown by rubber stamps but do appear in ink. For some reason not clear to the writer internees and P. O. W. mail was tied in bundles at the camp according to, in some instances, their service and in others destination. The camp designation letter or number is seen in pencil, ink and rubber stamp marking. It was also imperative it be shown.

Figure 49 may be a German marking as it is seen more often on incoming covers and I have seen somewhat similar markings on covers handled via the International Bureau. It means, I understand, the hut or abteilung in the camp.

The illustration shown in figure 31 (TOPICS, Oct. 1952) was used at headquarters as kind of a combination cancellation, censor stamp or receiving dater. It was evidence the letter had been seen, handled and inspected there.

You will occasionally see the usual type dater stamp with clock around the circle used as a receiving stamp by Internment Operations. You will see

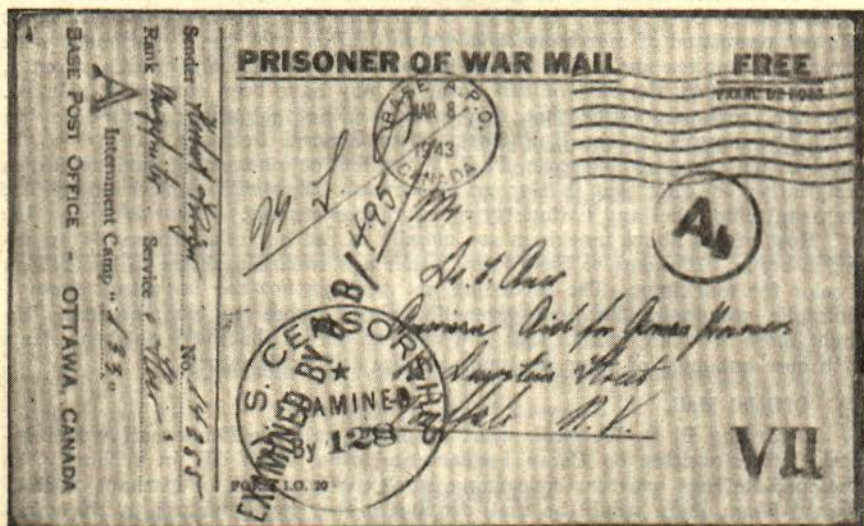


Fig. 49



Fig. 50

a somewhat similar one with in the centre, received, date, P. O. W. 2. This was used at Department of National Defence, Directorate of P. O. W. The P. O. W. 2 is the sub-department of the Directorate. Number 2 dealt with mail and censorship matters.

Another marking you will occasionally see is Figure 50. This is a rubber stamp usually in a purplish red $1\frac{1}{4}$ " in diameter. As you can see it is the Base Army Post Office Directory Service. This stamp is more often seen on incoming than outgoing mail but does appear on both.

There are also other markings that you will see, one for instance in three lines, usually in red "c/o The Director/Internment Operations/Ottawa, Canada". This also is usually seen on incoming mail.

A similar stamp is one in two lines, usually in red, "C/-B.P.O./Ottawa".

Another one seen is ("Not at/"B"). This is to show that the particular Prisoner is not at that camp.

Another marking you will find on incoming mail is "not interned/in Canada".

I have given some of the above that appear on incoming mail more than outgoing mail because they are, I think, definitely Canadian markings.

(2) Civilian.

What may be called Civilian markings on P. O. W. mail are perhaps not too important and in most instances do not really warrant the illustration of them because they are more or less well known to you as collectors.

I do illustrate, however (Figure 51) a cover sent by a merchant addressed direct to a P. O. W. Camp in 1943. I illustrate this because I understand it was not permitted of merchants and others dealing with the Department with regard to supplies and other things to communicate directly in this manner, although by 1943, the date of this cover, it may have been somewhat relaxed. You will, however, notice that this cover was not actually delivered to the Camp but directed to the Hull, Post Office General Delivery.

You will find, of course, on P. O. W. mail sent via airmail various marks designating the fact that it is to go by airmail. You will see it handwritten, the usual blue label and various types of rubber stamps.

Most of the above markings are usually in red but other colors do on occasion occur. It seems to have been rather a standard practice to use red as a color for markings. The foregoing are perhaps not too important from a philatelic standpoint but are given for the purpose of completeness. No doubt there are many marks that you will run across that have not been dealt with here but most of them are more or less self explanatory.

(f) Official Mail.

Regarding P. O. W. mail, what might be called official mail would include letters written by Camp Leaders and other P. O. W. in authority, to National Defence quarters concerning some matters such as perhaps a complaint. Then there would be mail from a higher headquarters to the camp and from the camp to a higher headquarters dealing with problems concerning the administration of the camp and P. O. W. affairs generally. All the

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Camp "H"
Hull, P.Q.

A. HULL, P. Q.
Livraison Générale
JUN 19 JUL 5
General Delivery

Fig. 51

foregoing would usually go via Army channels and not regular mail. They would be scarce indeed and in most instances would not show any definite markings to identify them.

Then, of course, all mail such as notice of internment, death, escape and so on of P. O. W. Class 1, as required to be sent under the Geneva Convention, would be considered official mail. As I have said before, they actually emanate from the Directorate P. O. W., go out under the Bureau set up in accordance with this Convention. Such a cover would be something like Figure 37. The cover illustrated, (in January 1953 TOPICS) of course, is a made cover and normally speaking would, of course, not be addressed to Canada but to the Bureau in Switzerland or to the next-of-kin of the P. O. W.

All official mail is very difficult to find. I have been able not only to obtain very few but have seen very few items.

(To be continued)

IN NEXT ISSUE

Several long articles used up much of our space this month, but readers can look forward to a magazine in

June containing the usual varied fare. A number of very good articles are now on hand and will appear in June and July-August issues.

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TO THE EDITOR...



Mark on 7¢ Goose

Dear Sir: Enclosed is a photograph of the 7¢ Canada Goose stamp which I received on a first day cover from Ottawa. From this you will note a mark or gouge apparently made by the engraver's tool, just below the bill. This is apparent with magnification. If any member can identify the position, with the advice as to whether this is constant or corrected, it will be appreciated.

Robert S. MacCallum (#740)

"Vanished Village"

Dear Sir: With reference to Lloyd Sharpe's article, "Vanished Village", in March TOPICS, the Vienna Post Office was established on April 6, 1836, with Thos. Jenkins as deputy postmaster. This information is contained in the Journals of the Legislative Assembly of the Province of Canada, Appendix to the Fifth Volume. I have a cover from Indiana dated Dec. 12, 1843.

Chas. P. deVolpi (#L266)

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- Pell, S. F., Jr., 3919 Shore Drive, Norfolk, Va. (from Las Vegas, Nevada)
- Shoemaker, L. A., 1612 Blossom Park, Lakewood, Ohio (from Sarasota, Fla.)
- Statkus, John A., 7229 Greenleaf Avenue, Parma 29, Ohio
- Stephens, W. V., P. O. Box 889, Patterson, Calif. (from Stockton, Calif.)

RESIGNATIONS ACCEPTED

- Auckland, A. Bruce, Ythancraig, Currie, Midlothian, Scotland
- Berger, Harry F., 17 S. Montrose Ave., Upper Darby, Pa.
- Ward, Fred J., 470 Palmwood Lane, Key Biscayne, Miami, Fla.

RESIGNATIONS RECEIVED

- 93 Baulch, Bert L., 92 College St., Toronto 2, Ont., Canada
- 810 Bradley, Owen F. H., 146 Sherbrooke St., Winnipeg, Man., Canada
- 98 Nixon, W. C., 48 Gilford Road, Dublin S. E., Ireland
- 337 Stephenson, A. E., 44 Saughtonhall Drive, Edinburgh 12, Scotland

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		732
DECEASED, March 15, 1953	1	
RESIGNATIONS ACCEPTED, April 15, 1953	3	
		4
TOTAL MEMBERSHIP, April 15, 1953		728

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