



# B·N·A TOPICS

*Journal of the British North America Philatelic Society*

★ **BNAPEX-53** ★  
★ **MONTREAL** ★  
★ **Sept. 30 - Oct. 1-2-3** ★  
★ **SHERATON MT. ROYAL HOTEL** ★  
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★ **DON'T MISS IT** ★  
(More information on inside back cover)

**JULY-AUGUST 1953**

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# The Philatelist and Postal Historian

Edited by **ROBSON LOWE**

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## *Views and Reviews* By the Editor

### Mediocrity in the P. O. . . .

The person or persons responsible for the design and production of recent Canadian issues have certainly hit a new low in attractiveness of design and also in the over-all effect. Criticism of both the new Queen Elizabeth regular issue and the special Coronation stamp has been so strong that it has apparently caused action in the Canada Post Office Department.

A Canadian Press dispatch from Ottawa, dated May 26, says:

"The Postoffice Department, somewhat discouraged by its new postage stamps of the Queen, is already planning a new set.

"The stamps currently on sale in one-to-five-cent denomination, and the special Coronation four-cent have drawn numerous complaints and considerable criticism, Walter Turnbull, deputy postmaster-general, said.

"'We can't say we're entirely happy about the new stamps,' he said in an interview.

"The department doesn't plan to withdraw the issue and has approximately a six-months supply. The stamps probably will last until November, but it may be well on into the new year before there is a new Queen Elizabeth issue to replace them.

"It took 18 months to produce the present issue. One week after the death of King George VI, postoffice officials conferred on selection of a photograph of the Queen from which a model of the stamp could be produced.

"They chose a photo by Karsh of Ottawa and checked it with the Queen, who is reported to have been delighted. There were consultations with the Canadian Bank Note Company, which holds the contract for producing all Canadian stamps, with artists and photographers of good standing, and with officers of the National Gallery. There were suggestions, alterations and improvements in the design before the engraving began.

"Special photo engraving, which can do a better job, is not available in Canada, Mr. Turnbull said. There is a certain inherent loss in the hand engraving, done on steel under a magnifying glass, which then must be transferred to a steel printing plate.

"One uncertain stroke of the engraving tool and the nose is sharpened. Another unsure stroke and the mouth becomes less pleasant.

"'One line can be the difference between a smile and a frown,' the deputy said.

"He said the new stamps look much better under a microscope, 'but we don't supply microscopes with the stamps'."

The receipt of the 4¢ Coronation at the post offices caused the following caustic comment from one of our members:

"I don't know to whom I can write and let off steam about the God-awful mess which was delivered to us this morning in the shape of a 4¢ stamp.

"Can't the B. N. A. Society get up a petition or send a bomb to the Postmaster-General which will wake him up a bit?

"I have just been sending off an airmail first day cover to England and I am so ashamed of the stamps that I am putting an apology inside."

Another comment was: "She should try Gillette Blue Blades for this 5 o'clock shadow. What a mess!"

To look at the other side of the question, "Marcianus" has this to say in an article on "Commonwealth Stamps of Today" in the Coronation issue of  
(Continued on page 192)



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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.

the "Stamp Lover":

"These lines will appear in print a few days before the Coronation stamps are due for release. On the whole they are a fine lot. My own choice is the Canadian 4¢, for here we have a stamp of dignity. It is true that there are some who will like to see the Queen depicted as a beautiful woman, which, of course, she is, but there is another side to it. The Queen is also a great personage, who is the head of a great Commonwealth, and this has been brought out in the stamp in question. Anyhow, there are plenty of pretty pictures for those who like such things."

Well, there you have it. Personally, we can appreciate something more than just a "pretty picture" in a postage stamp, but in trying to get away from that aspect, perhaps the designers went a little too far in the other direction. Certainly, it is possible for "dignity" to be attractive to look upon . . . or is the departure from traditional design too much for us!

We can only await developments and see what improvements the Post Office Department makes in the regular issue . . . or perhaps they will make good their threat and issue microscopes with each sheet of stamps sold over the counter!

Perhaps we may suggest that the Canadian officials study the methods used by those responsible for the production of the Crown Colony Coronation stamps, which are fine examples of the engraved process and prove what can be done.

## "She Ruled the Seas . . ."

In a recent issue of the Toronto Telegram, Columnist Wesley Hicks, who writes one of our favorite pieces daily under the heading of "Toronto Report", had this to say about Nova Scotia's pride and joy of other years, the fishing schooner "Bluenose". Some nice information for "write-up" here for use with Canada's beautiful stamp showing this vessel. We quote Mr. Hicks as follows:

Captain Angus Walters unveiled a plaque yesterday, down in Lunenburg, Nova Scotia, to commemorate the feats of a schooner called the Bluenose. And memories like the wash of green water over a racing schooner's bow must have flooded over tough, fiery Angus Walters as he unveiled the plaque on Lunenburg's 200th anniversary.

For Captain Walters sailed the Bluenose in four International Fishermen's Trophy races and won them all. And the Bluenose became a legend.

"Old Stormalong" she was dubbed. And men who knew the sea said she was the greatest topmast schooner the world ever knew.

"Old Weather Leg" she was nicknamed. And men who knew the sea said there was never a ship could sail to windward with her and, when she was heeled over in a stiff breeze on a close reach or hard on the wind, she sliced along with an almost dry deck and was a dancing ghost on the waves.

She was queen of the North Atlantic and a work horse to boot. The late King George V, on the occasion of his Golden Jubilee, gave her a new suit of sails which had been intended for his own yacht, Britannia.

No one but Angus Walters could have unveiled the plaque to her yesterday. He still has her wheel. And locked in a trunk in his attic are the original plans for the ship. Since the day she was launched, they have been locked away so no builder could ever copy her.

No shipbuilder could ever copy her bow which was built by rule-of-thumb. Men who sailed in her said, in the heaviest seas, under racing sail, her bow wash was never more than a light spray and mermaids played around rainbows in it.

On April 15, 1921, she was given her trial run. And Captain Angus Wal-

ters, who was renowned for his skill and judgment and courage, was at her helm.

The Bluenose was built to be a freighter as well as a fisherman. She was built to spend long weeks on the Grand Banks, 36,000 square miles of the most extensive cod fisheries in the world, and then carry her salted catch to Portugal, the West Indies, or Brazil.

On October 22, and again on October 24, 1921, she raced the Elsie off Halifax. The Elsie was out of Gloucester and was built for speed, built to carry fresh fish fast to nearby ports.

But the Bluenose beat her. She beat her by 11 minutes over the 30-mile course the first day and by 13 minutes the second day, to win the International Fishermen's Trophy.

In 1922, she whipped the Henry Ford, another Gloucesterman. On the outward leg of the triangular course, the two ships rode so closely together in light airs that insults were exchanged in conversational tones.

Then, as the two ships rounded the buoy for the homeward leg, a stiff breeze blew up to windward. Then Captain Angus Walters cupped his hands and addressed the Henry Ford.

"If you gentlemen got anything else to say to us," he said, "say it now. From now on, it'll cost you postage." Then the Bluenose romped away from the Henry Ford.

She won the Trophy in 1923 from the Gloucesterman Columbia. And in October, 1931, after ten years on the Grand Banks, innumerable storms, and four days on the rocks at Placentia, Newfoundland, she came back to whip the Gertrude L. Thebaud, out of Gloucester, for the supremacy of the North Atlantic. And she beat the Thebaud again in 1938, in the last of the Trophy races.

In 1942, with two Diesels bedded in her, she was sold to the West Indies Trading Company. And in January, 1946, a humble tramp, she fouled a reef near Isle Vache, off the coast of Haiti, and sank.

"Old Weatherleg" they call her, and "Old Stormalong." And she sails under full canvas on the Canadian 50-cent stamp, which philatelists have called the most beautiful in the world. And she sails under full canvas on the back of Canada's ten-cent piece, which she shares with a lovely young Queen.

And it was most fitting that Capt. Angus Walters unveiled a plaque to her memory yesterday. For he spoke her spitaph back in 1946, when he was told she had sunk off Haiti in the night.

"She belonged to all Canada," he said.

## U. S.-Canada Combination Covers of the 40's . . .

Mekeel's Weekly Stamp News for May 8 last carried some interesting information for B. N. A. collectors in its regular "U. S. Notes" column conducted by Philip H. Ward Jr. In reply to our request to reprint this information, Mr. Ward states the he is now endeavoring to locate a copy of the letter which the Postmaster-General at Washington wrote to Robert H. Morris, New York postmaster, in reply to the latter's communication. Should this be found, Mr. Ward assures us that he will be glad to send us a copy for reproduction in TOPICS.

The "U. S. Notes" column under consideration read as follows:

Some few of our first issue 5¢ 1847 are known used in combination with the Canadian 3 pence Beaver stamp of the same time. There were several in the Lichtenstein collection but the most important piece of this type was the strip of five 1847 used in combination with the 3 pence Beaver, which was in the Ward Auction Sale of the Henry C. Gibson collection. This beautiful strip and single were nicely tied and went from Canada to Europe via the United States. The 25¢ in U. S. stamps paid the postage at the time of 24¢

to England. The extra cent was necessary for at that date there was no combination of U. S. varieties that could be used to pay a 24¢ rate.

Correspondence to and from the New York Post Office has been seen. We quote from two such letters, one written to Robert H. Morris from the Postmaster at Montreal and in the case of the second, we quote from a copy of the letter Mr. Morris wrote Washington in regards to the subject. It will be recalled that the Postmaster in question is the one who issued the much sought after New York 5¢ Provisional stamp.

"P. O. Montreal  
19. Novr 1847

R. H. Morris Esq,  
PM. New York,  
Dear Sir,

I have been requested by a number of Merchants in this City to address you, with a view to ascertain, whether or not you will consider as paid all letters from Canada which reach your office with the postage stamps of your Government, whether they are for your own delivery or for transmission to Europe — If there is no objection to the adoption of this plan, much of the inconvenience anticipated to result from the change which has just taken place in our intercourse will be obviated — I shall be glad to receive an early reply to this letter & at the same time will be glad to know to whom I shall have to apply for the purchase of a supply of your postage stamps —

I am My Dear Sir,  
Yours respectfully,  
James Porteous  
P. M."

"Post Office  
City of New York  
Novr 22d 1847.

The Honl  
C Johnson  
PM General  
Dear Sir.

I enclose to you a letter to me from the Postmaster at Montreal dated the 19th inst, asking me whether our prepaid stamps may be used to pay the United States postage on letters from the provinces and if so where may he obtain them.

I could answer yes & that he could obtain the stamps from me, but as this prepayment of the province letters grows out of the conduct of the English upon us, I prefer receiving your directions upon the subject— with your answer return to me the Montreal Post Master's letter.

Truly yours  
Robt. H. Morris, PM"

## Jottings . . .

Many thanks to those members who sent first day covers of both the Canadian and Great Britain Coronation stamps, some particularly interesting ones being received from overseas . . . We blush at the following in a recent letter from a member: "You may be very proud of your magazine. I subscribe to a number of stamp publications, and BNA TOPICS is so far ahead of ALL of them that there is really no comparison. Each issue is awaited with the knowledge that there will be something new, fresh and stimulating in it." And from a new member: "I have enjoyed BNA TOPICS since I became a member, and like the information and discussions that take place monthly in it." All we can say is that we will strive to keep TOPICS up to the standard which it has reached, and will always be searching for way to

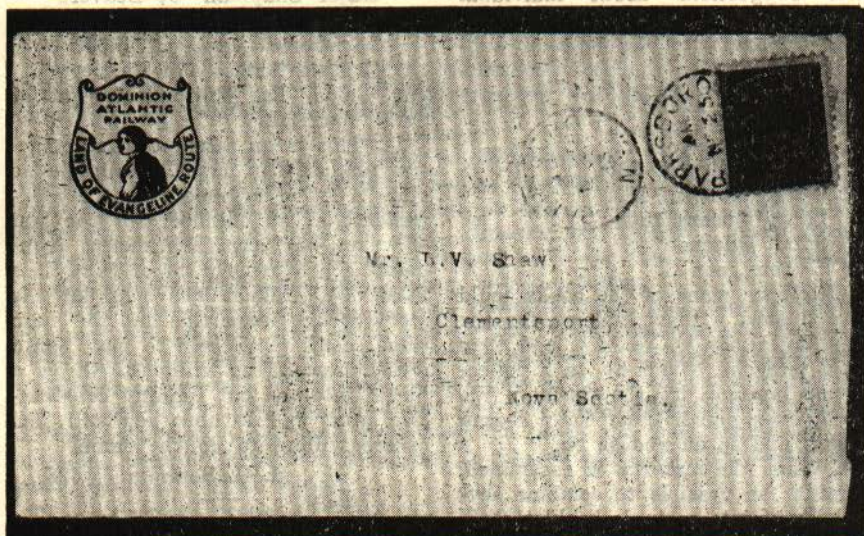
(Continued on page 212)



# CANADIAN ILLUSTRATED COVERS

By E. L. PIGGOTT (#629)

No. 5



The Dominion Atlantic Railway operates in Nova Scotia between Yarmouth and Halifax. It is a subsidiary of the Canadian Pacific Railway Company. The first survey, covering the Annapolis Valley portion of the line was authorized over a century ago, in 1846. Known as the "Land of Evangeline Route" the railway passes through Grand Pre and there is no section of Canada so rich in romance and folk-lore, so crowded with memories, as is the region about this well known hamlet.

The story is told of one Conductor who gathered all old clay pipes from Indians who rode on his train and gave them a cent to buy a new one. The old pipes he sold, or gave away, to tourists as souvenirs of the Land of Evangeline, confidentially stating that each pipe was one Gabriel had smoked.

## TO THE EDITOR...

### B. N. A. Handbook

Dear Editor: When I read your remarks on a B. N. A. Handbook in the May number, I thought I would send you some notes as a contribution. Later, in the same issue, I read Mr. Lussey's views, so some of his points are covered herein.

1. Keep up the pressure on the membership, because it will do most good and it is vitally important to have actual planning on paper.

2. Seek the aid of experienced publishers to act as a main committee to set up the scope of the work, titles, chapters, etc., etc. We have excellent material in men like Jarrett, Holmes, Boggs, Marler, Konwiser, Campbell and many others you could name.

3. Ask them first to determine the size of the books and the quality of paper to be used. Scott's Catalogue is a good size, but the paper is not

good enough. Boggs is about the same size, but the larger volume has too many pages and it is heavy to handle. 500 pages would be plenty, but see later suggestions about individual books.

4. Prepare with the help of sub-committees under the main committee, detailed material for separate books as follows:

Provinces

Pence issues of 1851

Cents issues of 1859

Large Queens 1868

Small Queens

etc., etc.

In this way, some of the books could be published without waiting for the complete series up to 1953 and they could later be bound by each collector or perhaps by the Society. We might even punch them for a 3-ring binder, and so on and so on.

5. When the material is assembled, it might be possible to combine several issues into a single booklet.

6. Clarence Brazer has the best material records to publish a book or catalogue on proofs. Perhaps he could be brought into the discussion of "size" and "paper". It would be nice to have a shelf of volumes, all the same height and I can't say that my books are all uniform in size.

7. I mentioned "detailed", because it does not seem useful to publish books if the collector still has to refer to Jarrett, Boggs, Holmes, Marler & Calder for material that can largely be sorted and bound into one booklet.

8. It is important to get material now from experienced philatelists. Witness the Reford Collection and notes—"Gone with the Wind". Younger collectors will never be able to handle the vast quantities of material which have been examined by Fred Jarrett, Clare Jephcott, Brig. Studd, Lees-Jones and Gerald Firth.

9. Prices do not remain stationary, so why add more than the relative price of covers, blocks, strips, etc. Of course, Fred Jarrett's price list is invaluable, because it contains a list of shades with the dates issued.

10. List specialists in various issues. Get them to act as sub-com-

mittee chairmen. While I don't know their capacities as Chairmen, the following have made unusual studies of the stamps opposite their names:

Major Chapman—5¢ Beavers

Arnold Banfield—10¢ Alberts

Lees-Jones—12½¢ of 1859

Captain Binks—17¢ Cartiers

Jim Calder has a wonderful lot of early material.

11. This is an attempt to start active planning on paper. It might also start a lot of arguments but my experience as an engineer for the last 45 years, has been favorable to arguments producing a lot of first class ideas. Dr. Holmes has most of the story at his finger tips and the main issue seems to be help to play Santa Claus. I would be willing to throw a nickel into the pot for any constructive work and I think you will find others willing to do the same.

H. G. Bertram (#523)

### Disposal Problems

Dear Editor: Sounds like you got some action started out of my recent letter about a new BNA handbook. Glad I could be of help (in case I was!). I can see from Dr. Holmes letter that it is and will be quite an undertaking. If I can be of any help in my amateurish way, let me know.

I now have another brainstorm that might be worked out sometime to the advantage of all BNAPS members. The thought has come to me that I have a reasonable amount of money tied up in my collection. This is true of all other members. BUT—my wife has no knowledge whatsoever of the value of the collection nor the best medium of disposing of the collection in case of my demise. Of course, I can as we all can, leave instructions to send all the collection to some firm such as Sissons for disposal as he sees fit.

It seems to me though, that a more feasible way to handle such a situation could be worked out by BNAPS. Why could not a committee be appointed to which all such collections would be forwarded for complete decision on their part for the method

(Continued on page 218)

# Canadian International R.P.O. Markings

By DR. ALFRED WHITEHEAD (#192)

**NOTE**—In order to bring out detail, postmarks in some of the accompanying illustrations have been "touched-up". In the last article by Dr. Whitehead (page 65, March TOPICS) on the "Que. and Camp. M. C. Local, No. 20", Figure 2 was erroneously "touched-up". The "4" does not exist on this postmark; this should have been "20" partially removed.—Ed.

Certain Canadian R. P. O.'s have a double interest. Not only are they of importance to the B. N. A. collector, but as they show the name of an American railway terminus or divisional point, as well as that of a Canadian, they come into the U. S. A. philatelic field. Usually the American place name is immediately south of the Canadian border, and for that reason American stamps showing such cancellations are of extreme rarity.

These markings are found on runs between Maine and New Brunswick, Vermont and Quebec, New York and Quebec, North Dakota and Manitoba, Washington and British Columbia. If others exist I should be glad to be informed. I append a list of those runs known to me. I am not here attempting to give all the markings used, nor even the many different abbreviations of the town names; nor am I describing the types and sizes, which are considerably varied. Readers are referred to Shaw's catalogue for a more complete, but still partial, listing.

## Between Maine and New Brunswick:

**ST. JOHN & VANCEBORO**; there are three or four various types, all quite scarce. Found from about 1890 to 1910 or so.

**VANCEBORO & ANDOVER**; one type only, I think, uncommon, found generally on late "Small Queens".

Vanceboro, Me., is a divisional point on the C. P. R., 391 miles S. E. of Montreal, and 89 miles S. W. of St. John. McAdam Jct. is just opposite, across the N. B. border.

## Between Vermont and Quebec:

**BEECHERS FALLS & DUDSWELL JNC.**; one type, earliest known to me, June 3, 1908. It was superseded in a few years by

**BEECHERS FALLS & LIME RIDGE**; one type, found on early Georgians. Both are scarce markings.



**FIG. 1 — BEECHERS FALLS & LIME RIDGE R. P. O., Oct. 15, 24.** This short branch line is now abandoned.

Beecher Falls (this is the correct spelling; there is no final "s") is due south of Farnham, P. Q., just over the Vt. border. The branch line of the Maine Central R. R., on which these markings were used, is, I think, now abandoned.

## ISLAND POND & MONTREAL

**MONTREAL & ISLAND POND.** Here is truly a feast for the specialist.

This is an important run on one of Canada's most historic railways, first known as The St. Lawrence & Atlantic, incorporated in 1845 to serve the territory between Montreal and the Vermont border. (Its American extension to Portland, Me., was known as The Atlantic & St. Lawrence). On this line was used the very first Canadian R. P. O. marking, the rare and eagerly-sought-for "ST. LAWRENCE & ATL. RAILROAD - POST OFFICE LETTER", with a crown above the date. It is listed by Shaw, but is omitted by both Jarrett and Boggs.



FIG. 2—ST. LAWRENCE & ATL. RAILROAD—POST OFFICE LETTER, No. 12, 1853. Note the crown above the date.

Introduced in October, 1853 (we shall soon be celebrating its centenary), it was superseded early in 1854 by smaller types, which, whilst very desirable and rare, lack the distinction of being the pioneer marking, the daddy of them all!



FIG. 3—ST. LAWRENCE AND ATLANTIC RAILROAD, Au. 20, 1855. This was a later type.

During the long period following there have been many markings in use, most of them common, but some among the great rarities. The most interesting are those which show the name of the mail-clerk, such as Shaw's Q-27 (J. A. Gregoire); Q-28 (J. A. Goyette), etc. There are several; all are rare and greatly undervalued by Shaw. Some day there is going to be a keen demand for Canadian R. P. O. markings showing the clerks' name, initials or number.

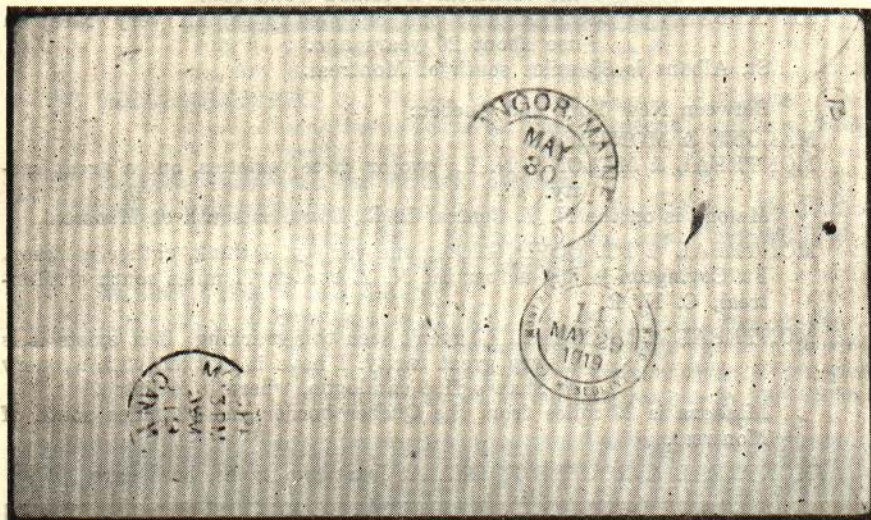


FIG. 4—MONTREAL & ISL'D POND R. P. O.—J. R. SEGUIN—May 29, 1919. One of the rare "signed" R. P. O.s, on the back of a registered cover addressed to Bangor, Me. On the front is one of the interesting triple registered markings, this one used from Victoria Ave., Montreal.

They rival in human interest the "postmaster's initials" cancellations occasionally found on the "small queens" issues.

The markings used on this run which read "MONTREAL & ISLAND POND" are slightly more numerous.



FIG. 5—MONT. & ISL'D POND NIGHT  
No 3, My. 18, 98.

A goodly number of albums would be necessary to show the large and important groups of R. P. O.'s used on this run. I would go far to see such a collection, and it would be an easy winner at any big philatelic show.

Island Pond is 145 miles S. E. of Montreal.

NEWPORT & MONTREAL; various types, rather common, on issues of the last 25 years or so.

Newport, Vt., is 108 miles S. E. of Montreal, at the southern extremity of the lovely Lake Memphremagog.

NEWPORT & SHERBROOKE; two types, I think, not common.

RICHMOND & ISLAND POND (Rich. & I. Pond), found on the late "Small Queens", and not rare. This is a section of the Montreal & Island Pond run.

ST. ALBENS & MONTREAL; one or two types, all very rare; in use about 20 years ago.

St. Albans is 65 miles south of Montreal.

Between New York and Quebec:

MALONE & MONTREAL

MONTREAL & MALONE, N. Y.; two or three varieties, one a great rarity.

Malone is on the N. Y. Central R. R., 66 miles south of Montreal.

MONTREAL & FT. COVINGTON; one variety, I think, rather common.

Ft. Covington is just across the N. Y. border, 71 miles south of Montreal, C. N. R.

MONTREAL & MASSENA. I haven't seen this marking; if it exists it is a very great rarity. I have it marked with a query in Shaw's fine catalogue, where it is listed.

Massena is 22 miles from the Quebec border and 93 miles south of Montreal.

MONTREAL & ROUSES POINT. At least two types, both rare.



FIG. 6—ROUSES POINT AND MONTREAL R. P. O., Jun. 18, 1917. Not in Shaw's Catalogue.

Rouses point is 46 miles south of Montreal.

Between North Dakota and Manitoba:

PEMBINA & WINNIPEG (PEM. & WIN.) Shaw does not list the one type I have found on early Georgians. It is rarely seen.

Pembina is about 63 miles south of Winnipeg, on the Northern Pac. R. R. It may be of interest to Canadians to know that "Pembina" was the first name of Emerson, just north of the Manitoba border.



FIG. 7—PEM. & WIN. R. P. O. No. 1, N. P.  
R., Sp. 16, 26. Not in Shaw's Catalogue

ST. VIN. & WINNIPEG; St. Vincent is, I think, also in N. Dakota. The marking is found on "Small Queens", and is a great rarity.

**Between Washington and British Columbia:**

BLAINE & VANCOUVER; several types, all uncommon, from 1904 to the present day. Blaine is on the Great Northern R. R., 34 miles south of Vancouver.

**Between Yukon T. and Alaska:**

DAWSON, Y. T. & NENANA, ALASKA; this great rarity, now obsolete, is, I am told, a steamship marking, and is of American origin. Shaw lists it from a cover which was once in my collection, but now reposes in Vancouver.



If there is one thing a Canadian collector likes to talk about . . . it's Pence stamps. Many of us have a good representation of these, but the high cost of Pence issues will never allow much specialization. Therefore when information does appear on them, it is eagerly gobbled up and stored away in our minds or in card files for future use. In this new series we're going to do just that—discuss Pence issues. The fine reception to Joe Burke's recent article on multiple pieces of the Beaver shows the great interest in the early stamps.

The series will be started off with items in the writer's collection, or things he has observed. However, it is hoped that many members will write in on items in their collection, so that they may appear in the series. In the course of time, therefore, there should be recorded in these pages good reference data. I hope you will let me hear from you.

For the first item, let's begin with a simple thing, merely a Beaver on cover. The beauty of this cover is that it's a fine, clean cover. The 3d is tied on with 19 4-ring cancel, and the London dater is struck at left. This is double outer circle, with colorless letters, dated July 22, 1857, and backstamped St. Catharines, July 24. The stamp is of a very fresh and clear impression and must be on one of the very first machine made papers. As regards the shade of this stamp, it is quite distinct from the rose and brown red, so we will call this simply a "red". The photo does not bring out much of the margins or the cancel—let me assure you they are there!!

One more thing on this cover, we cannot locate the London dater in Boggs with the word CANADA. Other than this, it is his type 2.



That completes our first item, and we hope it proved interesting. Please let me hear from you for Pence issues that would be interesting in these pages.

Next time we will discuss a re-entry not listed in Boggs.

## Prisoner of War Mail—Canada

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

(Continued from Page 145, May 1953)

### PART IX (Conclusion)

- (C) Cancellations and Franks (continued)
- (2) Franks
- (g) Canadian P. O. W. Mail

I am tempted to make some reference to this type of cover. It was not primarily intended to include such items in these notes. As an excuse one might say they are interesting and at least outgoing covers are Canadian philatelic items. Some day I hope to get more detailed notes together about them.

The illustration in Figure 52 calls to mind what I said previously about inferior privileges allowed our men in enemy custody. This cover is addressed to a Canadian in Japanese custody. Mailed from Hamilton in 1943, it was returned to sender in 1946 undelivered. From appearances and information it is apparent no effort was made by the Japanese to deliver it.

On the back of this cover is the B. A. P. O. directory service stamp referred to previously in purple and an Army Post Office #318 cancellation in black. Also, but in red, the inspection Division Dead Letter Office stamp in both French and English. The censorship label is Canadian. As kind of a companion piece to this, Figure 53 is a cover from a P. O. W. to a Canadian addressee. Again the censor label is Canadian.

Figure 54 is very interesting and somewhat of a mystery. I have been able to get little information about it. I understand you could obtain them free at the post office. Can anyone supply the story? It is printed in blue, is plain on the back except for the following near top of card in three lines: "NOTE. The particulars inserted on the address side and the message in the space below must be TYPED or written clearly in BLOCK LETTERS/MES-



PRISONER OF WAR MAIL

RETURN TO SENDER FREE  
BY ORDER OF POSTMASTER GENERAL  
RECOVERED FROM JAPANESE CUSTODY



BUY VICTORY BONDS

OPENED BY EXAMINER

Cnr. H. Haglett

Camp #4

Prisoners of War Camp,

IMPERIAL JAPANESE ARMY CAMP

c/o Japanese Red Cross

TOKYO

FIG. 52—Cover sent to Canadian P. O. W. in Japanese custody, and returned. SAGES MUST NOT BE LONGER THAN 25 WORDS".

Another item is a cover of a letter sent to a Canadian confined in a German P. O. W. Camp. It originated in Vancouver, B. C., and was returned by Canadian censorship authorities because it contained a wedding card addressed to the P. O. W. The memo enclosed points out that picture postcards, birthday or greeting cards bearing pictorial illustrations, pictorial matter of any kind, including newspaper clippings, must not be sent.

One could under this heading expand and show many interesting items. However, I shall refrain and bring this to an end.

(h) Odd Items.

This heading was included before the conclusion of these notes for two



FIG. 53—Cover sent by Canadian P. O. W. in Japanese custody to Canada.

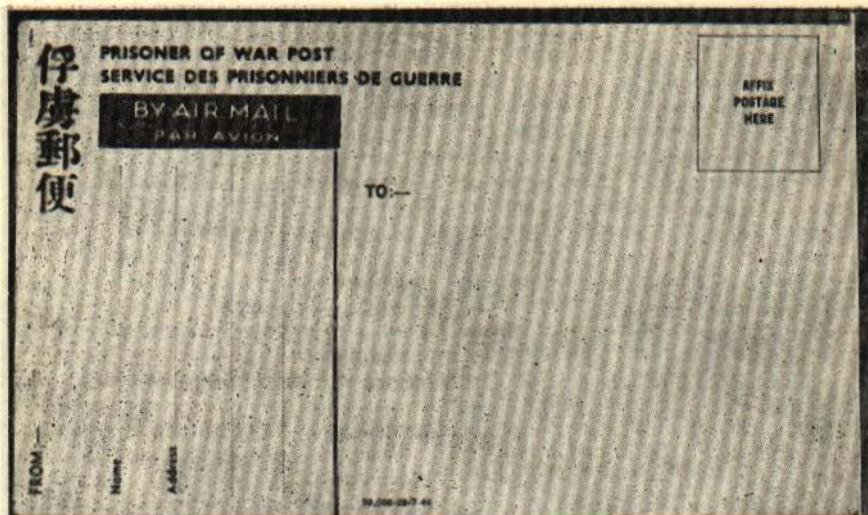


FIG. 54—Blue card for use to Canadian P. O. W. in Japanese custody. (From Henry Weiland collection).

purposes. Firstly to gather up what is left and secondly to deal with such items, not perhaps properly within the scope of the previous division, nor even within the scope of the notes generally, but of some interest or connection with them.

One left-over point which it may be of interest to clear is the question of correspondence between P. O. W. both confined in Canada. I have no such cover. If you find one you are in luck. I quote from the regulations:

"Prisoners of War, internees and protected personnel in one camp may NOT correspond with, or send messages to P. O. W. in another camp, in Canada unless they are first degree relatives, i.e.—brother to brother, son to father.

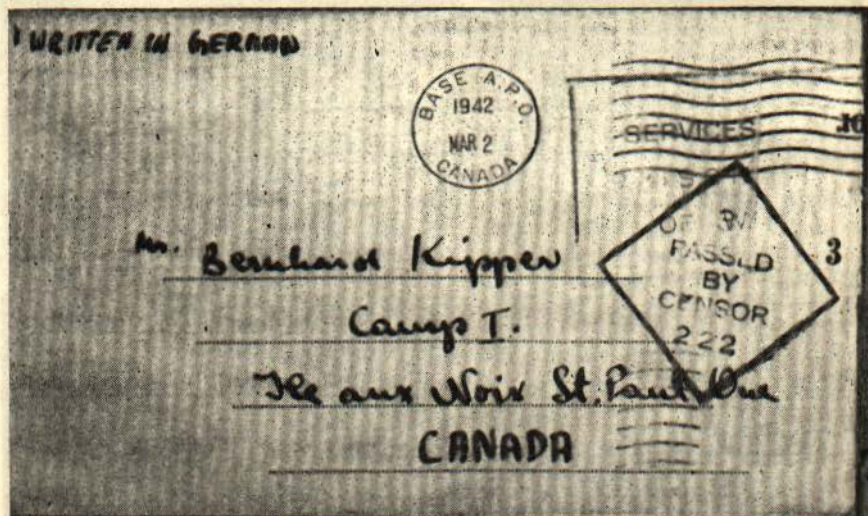


FIG. 55—Australian folder from a P. O. W. to another enemy P. O. W. in Canada. (From J. F. Davidson collection.)

"Camp spokesman may correspond with a camp spokesman at another camp on official business only through the Director of P. O. W."

However figure 55 is a letter from a P. O. W. in Australia to one in Canada. It is a folder type very similar to those used in Canada.

Perhaps I may be permitted to deal with an item or two under the second reason for this heading.

**Item 1.**

Figure 56 is a card from a P. O. W. in England, to a fellow P. O. W. he thinks still in Canada. He says he wishes he were back in Canada and would like to live there. He is working on a farm and sees little chance of going back to Germany in the near future. The time is 1946. He says everything is very scarce in England. (Censors should have got that). He says further he likes to remember the good times in Camp 21, Espanola, Ontario. Apparently his pal has been moved as you see card is stamped "Not interned in Canada". He uses the address Port Arthur. At some camps they had small sub-camps for bush work or other tasks. He perhaps was a trusty at a smaller camp near Port Arthur. The stamp 27-I.L.B. in circle is some kind of a censorship or official stamp used at the International Liason Bureau.

**Item 2.**

Figure 57 shows one of the international reply letter sheets used for enquiries regarding P. O. W. It seems to have originated in Suriname. Plain on back. The printing and cancellation are in black. The rubber stamp markings are purple.

**Item 3.**

Figure 58 is a card of a German prisoner help organization apparently allowed P. O. W. with free franking privileges. This type card is 5½"x4". I have seen other sizes with similar wording. The reverse of card is blank for message.

PRISONER OF WAR POST  
KRIEGSGEFANGENENPOST

Army Form No: W.3494  
(Revised)

27  
I.L.B. ADRESSE

Mr. Napoleon Pellerin  
(Cook)

Empfangsort: Port Arthur  
Ontario

Strasse: ~~\_\_\_\_\_~~

Land: Canada

Wc. 51866/5128 13,600M. 5/45 S.C.W.S. Ltd. 51-6130

Abender  
Vor und Zuname  
Prof Jungbaus

Gefangenennummer 20445

Lager-Bezeichnung  
No. 27 P.O.W. Camp  
Great Britain Home Intelligence

NOT INTERNED  
CANADA

address unknown

FIG. 56—Card from enemy P. O. W. interned in England to one still in Canada.

#### Item 4.

This is quite an interesting cover although not illustrated. It originated in the French Zone of Military Occupation in the Saare. The letter is addressed to the Commandant of one Camp 132 now closed and has been redirected to Camp Number 23 which took over. It has French Army postal cancellation which really acts as a frank. By the censor marking even at this late date (July 1946) mail was still censored. It also bears the previously referred to Ottawa No. 40 cancellation.

#### (i) Conclusion.

It is a little difficult to know what to say in conclusion to a set of notes such as these. I have a feeling they lack considerable that might have been included. With regard to that I will say I have tried to include ALL the information I have to date. I shall welcome additional information. I also know they lack, shall I say, the professional touch in the way they are put together. I am only an amateur.

I would be very remiss if I did not say a word of thanks to the many who have helped and co-operated with me. I want especially to thank the following: J. F. Davidson, Carl J. Jennings, Henry Weiland, Edward Goodale, J.

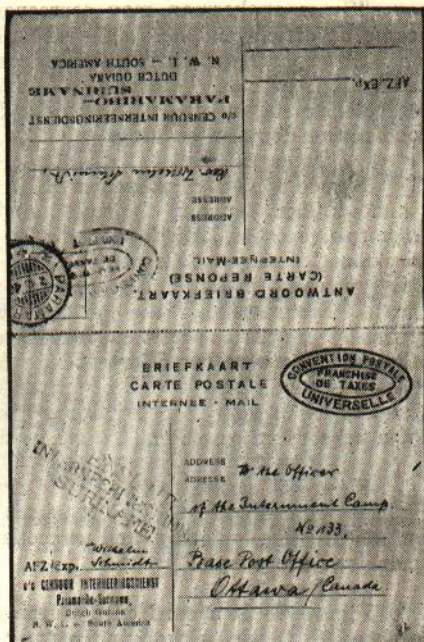


FIG. 57—International reply letter sheet (open).

Nr. 14		<b>Kriegsgefangenen-Internierten-Sendung</b> Prisoner of War Mail - Internee Mail Service de prisonniers de guerre		Gebührenfrei Franc de port
<b>Absender - forwarded by - Expéditeur:</b>				
Name:	Vorname:			
.....				
Nummer:	Lager:			
.....				
Land:	Datum:			
.....				
Beruf u. Heimatschrift:				
.....				
<b>Evangelisches Hilfswerk</b> für Internierte und Kriegsgefangene Herrn Pfarrer Bachmann				
<b>Berlin-Charlottenburg 2</b> Jebenstraße 3				
GERMANY		ALLEMAGNE		

FIG. 58—German P. O. W. card.

F. Wilsdon, and last but by no means least, Fred B. Atkinson.

We have all often heard "The events of to-day are the history of tomorrow". It prompts me to say, perhaps as an excuse for these notes, that I have always felt collectors should make available to others information they have—record the events of to-day.

However, I have had a good deal of pleasure accumulating the information and putting it on paper. If it has given someone else even a small amount of pleasure I am satisfied. If it has contributed anything to Canadian philately I am more than repaid.

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

No. 47

### ALBERT H. "BERTIE" WARD

A prominent philatelist of Ottawa, and well-known in Canada as an authority on Canadian stamps, is Albert H. Ward, who was born in England on June 19, 1886, and came to Canada in 1911 as a member of the staff of the Imperial Bank of Canada. He served three years in the 18th Infantry Battalion during the first Great War and on his return from overseas entered the Civil Service and is now retired.

Mr. Ward has collected stamps all his life, first as a general collector, but later confining his interest to British Colonies, particularly British West Indies and Cape of Good Hope triangles, for a collection of which he received an award at the Canadian Philatelic Exhibition in 1925. In 1927 he started serious study of the stamps of Canada and built up a very fine collection which he sold in 1942. However, Mr. Ward's collecting instinct is very strong and he started another collection of Canada which he claims is better than his previous one, confining his interest up to and including the 1870-97 "Small Cents". The writer had the opportunity of inspecting these when Bertie visited Toronto recently. The collection contains many choice items including some striking cancellations on the "Small Cents" issue.

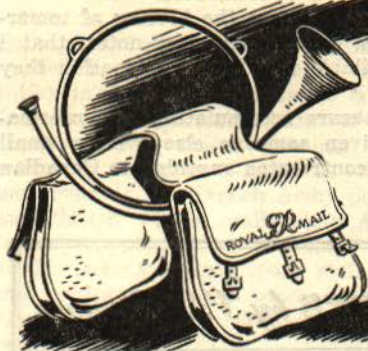
A collection of Malta, of which he is particularly fond, received a bronze award at CAPEX in 1951.

A great friend of the late Dr. Rford, Bertie admits that much of his knowledge of Canadian stamps came



from this source. He was also a close friend of the late George A. Lowe, famous Toronto dealer.

Mr. Ward is a Fellow of the Royal Philatelic Society, London, and a member of the Canadian Philatelic Society, the American Philatelic Society, the Society of Philatelic Americans, the Ottawa Philatelic Society and the Toronto Stamp Collector's Club. He joined the latter club in 1923 when residing in Toronto (1919-27). With Mr. C. F. Foster he organized the first exhibition held in Toronto. His other hobbies are collecting glass and Baxter prints, and being a bachelor he is able to devote more time to his hobbies than most of us.



THE POST HORN and SADDLE BAG

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

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

### COLUMN NO. 15

This column will be noted for (a) diversity and (b) relative brevity—the latter being a slight departure from recent custom to say the least! The Post Horn now has blown on several occasions and the Saddle Bag has accumulated several letters directed to the old "Saddle Man", some of which will be acknowledged herein, and some will have to be deferred until a later column. I have much appreciated hearing from readers Campbell, Halliday, Lussey, deVolpi, Allison, Petri, McGrath, etc., to mention a few who have been generous in supplying information relative to points discussed in this Postal History Column.

Writing this column over many months, I believe has directed further attention to the Canadian postal historical field; and certainly our combined efforts should continue to serve as a medium of revising existing knowledge. Admittedly at times I am guilty of digression into certain associated historical by-paths, and purposely so; as I hope to make the subjects under discussion more attractive to the general philatelic reader. Postal History to me can not, nor ever should be divorced from philately. It is an inseparable and integral part of the latter. General and specific historical backgrounds, of necessity must be associated with the study of Postal History, and indeed with any serious consideration of philately. How can one observe an early adhesive postage stamp without a commendable curiosity as to that which preceded its appearance? Origins, such as pre- and post-adhesive postal markings, the postal routes and methods of transmission, postal rates, the historical nature of the correspondence within the letters (or covers), etc., all lead up to a real interest in the study and collection of adhesive stamps, or should, in the opinion of this columnist!

However, let's see what the "budget of l'res" to the old and "much ridden" saddle man has to offer—"budget" is a 16th and 17th century English word used not infrequently to indicate the bag or pouch in which letters were carried; and "l'res" an early English contraction of the French word lettres, later anglicized to letters; hence also "Ship Lre" such as we observe for instance on early Halifax N. S. covers). *Toujours l'histoire!*

Four subjects will be discussed in this column:

1. The illustration of the large S. L. Steamboat herein is made possible through the courtesy of Charles deVolpi. In my column #11, p. 43, B. N. A. Topics Feb. 1953, I mentioned that I had never observed this large S. L. "STEAMBOAT" on a post-adhesive handstamped cover. M. le duc deVolpi (as might be expected) had not one but two. Following a little horse trading I now am pleased to show that such a cover does exist. Just because I have never observed a certain item certainly doesn't seem to prove too much; even though I have seen quite a few rather uncommon postal historical items.

Occasionally skepticism pays dividends, and I am most grateful to Charles deVolpi in obtaining this item from him.

2. This same gentleman (who seems to read my column carefully) also hastens to assure me that my March, 1953, column #12 is in need of revision. See page 82: therein I suggest that a pre-adhesive "Advertising Corner Card" cover would be a desirable item to record. My friend, in a letter dated May 12, 1953, comes up with the following items in his collection (which I doubt if horsetrading, or the coin of the realm will ever add to the author's collection). To quote M. deVolpi:

(a) "A small envelope, 2 $\frac{1}{2}$ "x4 $\frac{3}{4}$ " dated Montreal 11 Sept. 1846 addressed to R. H. Hamilton, Customs, Montreal, with a 1d. ms (local rate) on the face of the cover, which also shows a handstamped "Donegana Hotel Montreal CE" in the upper left corner. This is an exceptionally early envelope and what I consider a forerunner of hotel corner cards." (End of quotation.) Isn't it fortunate that my subject was early lithographed and/or embossed advertising corner card covers! The earliest cover of this latter type I have so far heard of is still June 2: 1853 as mentioned in said column #12. My "Donegana Hotel" embossed (in red) cover is dated Aug. 26, 1859; undoubtedly there are earlier examples of covers showing this Hotel "Corner card".

(b) Again to quote C. P. deVolpi Esq., "a letter sheet addressed to John Davidson, Crown Lands Office, Quebec, with a 2d. ms. drop letter rate (which by the way was applicable in Quebec against the 1d. applicable in Montreal (still quoting M. le duc). There is no other postal marking on the front or the back, but in the lower left hand cover handstamped in red "J. P. and Company" which I believe to be Jonathan Price & Co., although I have to do some further checking into this. The date in the contents of the letter is April 1837—this I consider an exceptionally early corner card cover." (End of quotation.) Again here is an item to record. I wonder however, if the 2d. ms. postal rating did not indicate either a double letter or the drop letter rate plus 1d. to the Quebec post office carrier; as it is my impression that there was no contemporary variation in these drop letter rates. I am however, no expert on postal rates. Here I have to rely on the assistance of W. E. D. Halliday, whom I concede to be our leading authority on the pre-adhesive postal rates of Canada; and secondly on C. M. Jephcott, an intensive student of post-adhesive postal rates, (among other things).

(c) M. deVolpi also sent me a photograph of another boxed S. L. "Steam Boat", similar to the one illustrated on p. 41 column #11, B. N. A. Topics, Feb. 1953; but dated Sept. 18, 1830. Well, that's two of my so-called "hitherto unreported" boxed steamboat covers. Any others, with earlier or later dates? I'm now prepared for anything!

3. Our good friend, the very well-known authority in the Canadian postal historical field, Frank Campbell, comes to the rescue regarding the Halifax (N. S.) S. L. of 1770-82: 46x10 mm. black. In my column #14, June 1953, I stated that I would like further proof that this S. L. was Nova Scotian in origin, rather than English. The data regarding this marking, according to Mr. Campbell, was obtained from the late Dr. Clarence Webster, the noted Canadian maritime provincial Historian, who supplied the evidence from early Halifax N. S. correspondence which now, according to Mr. Campbell, is in the New Brunswick Museum. Therefore there can be little further doubt but that this S. L. Halifax may be accepted as truly N. S. in origin. It is further possible that a special search through this collection of New Brunswick correspondence may yield data as to the first Halifax N. S. town markings, etc. If my request to the G. P. O. Record Room, London, England fails to supply the information I need to complete my Halifax N. S. (1755-1800) Post Office study as presented in my last two columns, it would be desirable to request a further search through the New Brunswick Museum material.

4. Finally, not because there is no further information to be acknow-

ledged, but simply because of the fact that my recent long columns generously have been given space by the Editor, I must keep this one within a possible definition of "brevity". I cannot include the data below without another reference to the very valued assistance of my good friend W. E. D. Halliday in Ottawa. He has been most generous with his time in delving into many tricky postal historical points which I have attempted to discuss. Another at some later date will have to be devoted to further of his comments, and in addition as I stated previously, to those of several others who very kindly have written to me.

Mr. Halliday, in two recent letters believes that the information as supplied in my column #11, Feb. 1953, Topics, pp. 42-43, regarding the pre- and post-contract periods of Steamboat mail conveyance in Canada, requires revision in view of existing data. This information has been located and carefully studied by him.

First. The Steamboat markings which have been stated to be pre-contract are very few in number. He is of the opinion, and from his evidence I agree with him, that apart from the four given immediately below, all the others I mentioned in column #11, more properly should be classified as post-contract Steamboat markings. Pending further evidence therefore, the following may be accepted as pre-contract:

1. The S. L. Steamboat Frontenac (described in my first column: B. N. A. Topics, p. 303-305, Nov. 1951)
2. S. L. "Steamboat" as listed by Boggs, "Canada", Vol. I, p. 684, type 1.
3. The slanted serifed S. L. "Steamboat" described in column #11, p. 42, B. N. A. Topics Feb. 1953, under the pre-contract heading as (a).
4. The boxed S. L. "Steamboat" 1830 described under (b) p. 42 (same heading and in the same column).

Second. Halliday is further of the opinion that Contract steamboat mail conveyance did not date from 1847 on Lake Ontario, or from 1850 on the St. Lawrence River (Montreal to Quebec), as has been suggested, but much earlier. In column #6, p. 134, B. N. A. Topics, May 1952, I referred to the rather common practice employed by the public as early as 1819-20 to avoid what they considered excessive (overland) postal rates charged by the Post Office for carriage of letters by steamboats. This they avoided by sending their letters by favour of a friendly traveller, or by giving the captain a small gratuity for the conveyance of each letter, or the gratuity was taken care of by the recipient. I also mentioned an official arrangement made by the Dy. P. M. G. of the time (Daniel Sutherland), for the guidance of the Captains of the various steamboats then operating. Letter boxes were provided officially aboard the steamboats; and the Captains (representing the owners) were to receive 2d. for each letter carried. Those who sent or received the letters as conveyed by steamboat were to be charged the regular (or official) overland postal rates: to be collected at the Post office at each port of call. To quote Halliday, "The Colonial Secretary, the Earl of Bathurst subsequently, in Sept. 1820, wrote the Canadian Governor (the Earl of Dalhousie) agreeing as to the illegality (i.e. the public avoidance of the proper post office Steamboat facilities and official postal rates) but in view of current agitation in Canada concerning Post office revenues, etc., thought enforcement might embarrass the Governor and left matters to his discretion. Evidently nothing was done as in Dec. 1826 Sutherland approached the Attorney General for Lower Canada asking what legal steps he should take to stop the practice and said, "Ever since the introduction of Steamboats into these Provinces, the Post office revenue has diminished considerably during the season of navigation, as many people send their letters by them (i.e. by private arrangement) instead of through the Post office, merely to avoid paying postage; and although I had letter boxes put on board of each for the convenience of the public, and safe conveyance of letters, yet they prefer to send them by per-



S.L. 'STEAMBOAT' combined  
with R.P.O. "OTTAWA and  
GRENVILLE" 1860, marking.

*O.H.M.S.*

→ STEAMBOAT

*Appt. S. P. M. G. to handle as best he could, though no enforcement of the statutes was undertaken because of the attitude of the public.*

*OTTAWA AND GRENVILLE*

*1860*

*Stayner*

*St. Lawrence*

Ex. deVolpi COLLECTION

sons on board of these boats (i.e. including the steamboat captain) to the manifest injury of the Revenue". The opinion he (Sutherland) got was that there was no question of the practice not being illegal and prosecution should issue and recovery made according to statute. Copies of all this correspondence was handed over to Stayner by Sutherland, when the former took over" (in 1827). End of quotation.

As I mentioned, p. 135, Column #6, Topics, May 1952, the matter was left with each succeeding Dy. P. M. G. to handle as best he could, though no enforcement of the statutes was undertaken because of the attitude of the public.

Halliday proceeds further and states, and I quote, that "after deprecating for some years the value of using steamboat carriage of mail officially Stayner had to bow to the inevitable and enter into several verbal contracts with steamboat owners for experimental purposes, sometime in 1840, or even before. The evidence is contained in answers to questions, and returns made to a Special Committee of the House of Assembly for Lower Canada in 1835-36; and further to the Commissioners appointed to enquire into the affairs of the Post office in B. N. A. in 1840. Summarized, these indicate:

1. In a return for July 5, 1840, Stayner lists two steamboat contracts:
  - (a) Toronto-Niagara-Queenston, at 10 shillings (presumably currency) per double trip.
  - (b) Toronto-Hamilton at 10/Cy per double trip.

Explanatory foot-notes dated Jan. 1841, show that these were verbal agreements "made at the commencement of the navigation every season" etc. Observe here the implication that these verbal agreements may have been going on for some years.

- (c) In addition the official notes state that in the summer of 1840, Stayner sent "the mail between Toronto and Dickinson's landing by every trip of the Steamboats on that line upon an understanding with the Proprietors that at the close of the navigation they should be paid for the service fairly in proportion to the manner in which it was

performed . . . This was the best arrangement that circumstances permitted me (Stayner) to make. Since then, as stated in my report on Contract, a regular engagement has been entered into, to go into operation next year" (i.e. 1841).

- (d) Stayner further states that he opened "as an experiment" a direct communication by Steamboat between Toronto and Rochester in the summer of 1840. (End of quotation.)

Halliday continues, and points out that "in 1840 therefore, four Steamboats were carrying mails officially, and two of them might have been doing so a year or so earlier". He further gives evidence from official returns dated Jan. 1841, that Stayner listed four contracts for use of Steamboats for carrying the mails. The form of the contract was also given. I am sorry that space does not allow me to include the detail of these contracts as quoted by Mr. Halliday in his letter to me. If any reader requires the evidence I will be pleased to request Mr. Halliday's permission for me to forward his summary of these contracts.

To add to the list of Steamboat postal markings which I presented in column #11, p. 42-43, Topics, Feb. 1953, Halliday reports one further S. L. "Steamboat" marking: 42x4½ mm; red; on a letter from New York to Toronto via Queenston: April 30, 1836; Queenston double circle dated, green; land postage U. S. paid. Has any reader observed any other Canadian steamboat postal markings which may be added to the list so far reported? Full acknowledgement, of course, will be given for any new information.

. . . And so to bed (quotation, courtesy of Samuel Pepys Esq.)

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(Continued from page 194)

improve the services it offers . . . Special Cachets will again be available for various exhibitions in the Canadian West this summer in connection with post office exhibits displayed there. These are: Calgary Exhibition and Stampede, July 6-11; Edmonton Exhibition, July 13-18; Saskatoon Industrial Exhibition, July 20-25; Regina Golden Jubilee Provincial Exhibition, July 26-Aug. 1. Covers should be sent in an outer wrapper, fully prepaid and addressed to postmasters concerned to reach them either before or during the periods mentioned for the particular cachets desired. Covers should be fully addressed and contain a filler. A space not less than 2½x3 inches wide should be reserved in the lower left-hand corner for the cachet impression. Collectors outside Canada, not possessing Canadian postage stamps, should forward a postal money order or bank draft for the exact amount in Canadian funds, made payable to the Receiver General of Canada and addressed to postmasters at the above mentioned offices.

## SPECIAL 2½d Stamp of Jamaica

Commemorating the visit of H. M. Queen Elizabeth

Mint 3¢ — Used 4¢

F. D. Cover on special envelope addressed to anywhere in Canada  
or U. S. — 10¢

**E. F. Aguilar**

P. O. Box 406

Kingston

Jamaica, B. W. I.

# From the President...

Dear Fellow BNAPSers:

Most collectors have put their collections away for the summer by now—except those fortunate followers of the Post Horn and Saddle Bag who can handle their parched relics more safely in humid weather—at least they don't stick together. However, there are several things which we can be thinking of and doing during the off season.

Number one is the Montreal Convention. Don't miss this. I don't know what Monsieur le Duc de Volpi has planned for us as yet, but unless Montreal has changed drastically during the last fifteen years or so, it holds many a treat for those who have never spent any time there. For the non-collecting half of the family there will be more to do and see in and around Montreal than in any of our former Convention sites. Even the tired philatelist will be able to find forms of relaxation.

The scenic Laurentian Mountains can be reached by car in a matter of an hour or so and there are numerous other sections well worth seeing—particularly the South shore of the St. Lawrence down toward Sorel. The regular sight seeing objectives such as the Churches and other famous structures are generally well known through the publicity they have been given. Enough for Montreal—hope to see you AND YOUR EXHIBIT there on October 1st.

Many interesting and gratifying letters are being received on the subject of a B. N. A. catalog. If you have any views or desire to help, let us know—we will need plenty of assurance of member interest and cooperation before going off the deep end on such a large undertaking.

There will be a revised edition of the Plate Block catalog in the not too distant future and Hamilton White has in mind including information regarding 19th Century Imprints. If you have any special knowledge in this field or items that could be illustrated I am sure that he would like to hear from you. At the same time it would be nice if those of us who have additional information on the 20th Century listings and have not mentioned it up to now would make it a point to WRITE RIGHT NOW.

In closing I want to thank all of those who have written regarding a B. N. A. catalog. A formal acknowledgement will appear in the next issue listing those who have expressed their views and I hope it will be a long list. Have we heard from YOU?

HARRY W. LUSSEY, President

## TO THE EDITOR — From page 196

of disposal and marketing? Of course a charge for this service would be in order. If this idea would be difficult to work out, why could not the whole matter be turned over to Mr. Culhane, as the BNAPS sales manager to handle, either through circuits, auction, or direct sale as he deems best, with the usual commissions.

When the retail value of a collection runs to several hundreds of dollars, I think that we all want it to be liquidated at a fair and reasonable price to our family who would have no idea of its value. Is not this a problem in which the BNAPS could reasonably and beneficially help its members?

(Continued on next page)

Perhaps this problem is more pressing in my case because of my location, far from any immediate BNA market. Or does it strike home with a large part of the membership?

Lee Neff (#903)



#### G. B. Postmark on Canadian Stamp

Dear Editor: I enclose a cover bearing the 4¢ Royal Visit stamp of Canada which was posted on board the "Empress of Scotland" during the royal voyage back to the British Isles after the 1951 visit to Canada and the U. S. This cover was cancelled in Liverpool, England, and thus a Canadian stamp bears a G. B. postmark. (See photo above.—Ed.)

I also enclose for your inspection my set of Royal Train covers, as follows:

Royal Train in French and in English.

Washington, D. C., cover cacheted, dated and times the exact hour of Their Highnesses' arrival in Washington.

Washington, D. C., cover bearing cachet, date and time of their departure.

J. A. Moore (#829)

#### Re 5¢ Registration Stamp Perforated 12x11½

Dear Editor: The report by Mr. W. T. White in the April 1953 issue of Topics, announcing the discovery of a copy of the 5¢ Registration stamp perforated 12x11½ was read with much interest, as was Mr. H. W. Lussey's letter to the Editor in the June

issue advising of his possession of a second copy.

Ever since reading the paper by BNAPS'er G. R. C. Searles in "Maple Leaves" dealing with the 2¢ Orange registration stamp perforated 12x11½ I have carefully checked every copy of this stamp that I have been able to put my hands on, and as a result I have become the fortunate possessor of perhaps a dozen examples of the 12x11½ perforation. However only one of these is a dated copy, bearing the oval Hamilton "Registered" postmark (Jarrett type 1463) dated Aug. 30, 1881. That this variety is a scarce item goes without saying, although the reason for its not having been reported earlier is difficult to understand. Mr. Jarrett in his monumental work apparently had a suspicion that it existed, because of his listing of the perforation 11½x12 followed by a question mark.

Mr. W. T. White reasoned that inasmuch as all values of the small Queens issued from 1873 up to and including 1881 are found with the 11½x12 perforation, the same gauge might have been used for the perforation of all values of Registration stamps which were first issued in November 1875. The fact that the perforation 12x11½ does exist on the 2¢ Registered, still further supports this theory and Mr. White's success in eventually turning up a copy of the 5¢ Registered in this perforation is a tribute to the soundness of his reasoning and a fitting reward for the persistence of his search.

Mr. Lussey has now reported in June 1953 Topics that he also has discovered a copy of the 5¢ Registered with 12x11½ perforation, and in compliance with his suggestion that other fortunate possessors of this rarity come forward with confirmation of their findings, I am pleased to be able to announce the existence of a third copy. This has been submitted to Mr. White for examination, and he reports it to be identical in perforation to his own copy. Unfortunately it is undated, having a cork

(Continued on page 217)

# Bringing News About People and Stamps

By Rev. J. S. Bain

Another rare Canadian "local" was recently sold at auction. In the Partridge-Reford Sale of Harmer, Rooke & Co., New York, April 14-16, 1953, lot #364 was listed as "Upper Columbia Co. 5¢ label, sheet of 20, partly severed. Incl. 5 Tete-beche pairs. Fair to fine." It brought \$20.00. Some one secured a real bargain! This label was issued by The Upper Columbia Tramway and Navigation Co. Ltd. after their contract for handling the mail had expired. It was actually issued to discourage people from continuing to hand letters to the employees on the company's boat for mailing. Many of these letters bore no postage and the company had to pay the bill. Hence the Company fee of five cents in the form of a "local" stamp. It has been stated that about 1000 sheets of 20 arranged in four rows of five were printed, perforated, pink colored paper, and a deep shade of red ink used. The Government learning of the use of these labels notified the Company to stop using them. The large number of remainders were held by C. H. Parson the then secretary of the Company. Collectors tried without success to obtain copies, and the result is that very few repose in collections today. The Parson home was gutted by fire in 1930 and the remainders were destroyed. Perhaps this is the only sheet of this "local" in existence! I trust that if any reader should know the name and address of the purchaser of this item, that he will be contacted with the view to obtaining a photograph of the sheet for reproduction in "BNA TOPICS".

## BNAPS

BNAPSer R. C. Hunter, the Canada booklet pane expert writes concerning my remarks about the experimental

booklets (stitched). First the change from the long loose stitch to a shorter stitch was made because the long stitching allowed the covers to shift and caused jamming in the vending machines. The short stitch has proven satisfactory. My reporting of this experimental machine is not correct. In an official communication in reply to BNAPSer Hunter the Post Office Department stated "There are some 9 trial book vending machines in use throughout Canada. None of these machines are installed in Ottawa, the nearest is in Oshawa and Peterborough." I am still anxious to report the 4¢ red pane in the short stitch and the 4¢ orange pane in the long stitch. Can any BNAPSer help?

## BNAPS

Sissons B. N. A. catalogue 1953 (May edition) reflects the latest in prices of the market. Two items that are getting scarce in fine condition and that show a price rise in this edition are 12d "Specimen" and the 3d perf. 11¼ beaver (Scott #12) of Canada. Price for the latest edition is 25¢ and can be obtained from 59 Wellington St. West, Toronto 1, Can.

## BNAPS

The announcement of the Canada Post Office that the designs of the new Queen Elizabeth stamps are unsatisfactory and that they will be replaced in the future months, is indeed heartening to the ears of philately. Many, many thanks to Frank W. Campbell (who always encloses "first day stuffin'"), Ken Vizzard (with plate number mint blocks enclosed), Chelsea Davey, and Alex Mac Master for first day covers of the new issue and the Coronation. It is nice to be remembered in such a way.

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# Trail of the Caribou

By Freres Meyerson



Some rather rare blocks of the Newfoundland roulettes were offered for sale by the firm of Vahan Mozian late in May and the prices realized were as follows: The 1¢, Scott #37 realized \$41 against a catalog valuation of \$50, the 2¢, #38, brought \$26 against a listing of \$36 and the 5¢, #40, sold for \$31 slightly better than 60% of its catalog valuation of \$48. The prices realized bear out the comparative scarcity of these blocks of the roulettes. From our experience and observation we would say that by far the scarcest value is the 3¢ blue, #39, followed then by the 1¢ value with the 2¢ and 5¢ values bringing up the rear with about the same degree of scarcity. However any and all of them are good property.

Back in December of 1944 when the first "Pack" sale was held, we saw a cover offered for sale that puzzled us just a bit. The cover in question from Harbor Britain to the United States was franked with the lower horizontal half of the 8d. scarlet, and a copy of the 3d. triangle to make up a rate that seemed to be 7d. At the time this cover was mailed, Apr. 27, 1861, the rate to the United States was 6½d. and yet here was this cover with 7d. postage. Subsequently this same cover reappeared when Kelleher sold the "Brigham" collection in December of 1950 and again during June of 1953 when Kelleher sold the "Sweet" collection. The only difference is that we now think we know the answer to the rate. In glancing through Boggs' Newfoundland, by far the outstanding book on the subject, we discovered two tables on pages 33 and 34. These two tables listed the Stamp Account at the General Post Office in St. John's for 1857 and 1858, and in both these tables the 3d. is listed and taken into account at 2½d.

This then would give a rational explanation to the stamps franking the cover. Half of an 8d. would be 4d. and a demonetized 3d. would equal 2½d. for a total of 6½d. the correct rate. Once we knew the story we bid on the cover but we don't know whether we were successful or not as this column is being written before the sale is over.

Back in the March issue of TRAIL we started to do some work on Newfoundland Imprints and our start was sure inauspicious as we had to publish a correction in the April issue. Since then other matters have occupied this column but we can now proceed further. The 5¢ Seals, Scott Nos. 25 and 26 have the same format as the 2¢ Codfish discussed in the earlier column and therefore the imprints will be found in exactly the same position, namely, over and below the third and eighth vertical rows and because of the horizontal format of the stamp the imprint will be found along the third and eighth horizontal rows with a very small portion overlapping on the second and fourth horizontal row as well as the seventh and ninth. When discussing the 10¢ Prince Consort, Scott #27, we find that we are now dealing with a stamp that has a vertical format and the imprints will now be found in the following positions. Above and below the third and eighth vertical rows with a very small portion overlapping on the second and fourth vertical row as well as the seventh and ninth. It will also be found on either side of the third and eighth horizontal rows. The 12¢ Queen Victoria, Scott Nos. 28 and 29, is almost square so that now we find the imprint above and below the third and eighth vertical rows and on either side of the third and eighth horizontal row

with no overlapping whatsoever either vertically or horizontally. The 13¢ value, Scott #30 is of horizontal format similar to the 2¢ and 5¢ values and the imprints are found in exactly the same positions, namely above and below the third and the eighth vertical rows and on either side of the third and eighth horizontal rows with a slight overlapping on the second and fourth horizontal row as well as the seventh and ninth. The last stamp of this issue, the 24¢ Queen Victoria, Scott #31, is like that of the 12¢ value in that it is almost square and for that reason the imprints are the same as they are in the 12¢. Above and below the third and eighth vertical rows and on either side of the third and the eighth horizontal rows with no overlapping either vertically or horizontally.

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#### LETTERS — from page 214

cancellation. It was found while going through a lot of several hundred Registration stamps, shortly after Mr. White told me of his own discovery.

This perforation variety on the 5¢ Registration is undoubtedly much scarcer than on the 2¢ stamp. If we take Jarrett's figures for the six years 1876 to 1881 inclusive (the years when small Queens were issued with the 11½x12 perforation) we find that roughly 7 times as many 2¢ Registration stamps were sold as compared with the 5¢ stamp. Assuming the percentage of sheets perforated 12x11½ to be the same for both values, it follows that the 5¢ perforation variety should be approximately 7 times as scarce. This assumption may or may not be true, in fact the stamp in question may perhaps be considerably scarcer than these figures would indicate, for in perforating the comparatively small number of sheets of the 5¢ Registration stamp it might not have been found necessary to bring into use the 11½ gauge perforating machine to the same extent as with the 2¢ stamp.

H. M. Dilworth (#692)

## Canada Essays, Proofs Bring Top Prices

Two composite die essays of Canada, described as "probably unique," sold for \$700 when the British North America collection of Donald W. Partridge of Montreal was auctioned by Harmer, Rooke & Co., Inc., on April 15-16.

The proofs and essays of the Partridge collection brought higher prices than similar items did in the recent Reford sales.

A large die proof in red violet of the 12-pence Victoria and the 10-cents Albert sold for \$250.

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## Report of the Secretary ...

JUNE 15, 1953

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- 1042 Cardinal, Maurice, P. O. Box 212, Place d'Armes, Montreal, Que., Canada
- 1043 Darnell, Henry L., 54 The Mainway, Charley Wood, Herts, England
- 1044 Day, Charles H., 706—32nd Street W., Saskatoon, Sask., Canada
- 1045 Geake, Leslie, 12244—96 Street, Edmonton, Alta., Canada
- 1046 Grosser, Herbert F., 3603 W. North Avenue, Chicago 47, Ill.
- 1047 Henning, E. A., 5203—49th Street, Lloydminster, Sask., Canada
- 1048 Kilner, J. W., 6225 Princeton Avenue, Seattle 5, Wash.
- 1049 Kitchen, F/S Ronald, RCAF Station, Clinton, Ont., Canada
- 1050 Miller, Betty V., R. F. D. #1, Wrentham, Mass.
- 1051 Moxham, G. H., 2702—14th Street W., Calgary, Alta., Canada
- 1052 McCubbin, John Wallace, Ph.D., Bishop's University, Lennoxville, Que., Canada
- 1053 Ooh, Frederick A., 136 Cedar Street, Corning, N. Y.
- 1054 Poppy, David William, R. R. 3, Aldergrove, B. C., Canada
- 1055 Pratt, John Townsend, 1969 Queen Avenue S., Minneapolis 5, Minn.
- 1056 Rosenthal, Harry W., 702 Avenue E, Bismarck, No. Dakota
- 1057 Rubisiak, Henry M., 41 Sprenger Avenue, Buffalo 11, N. Y.
- 1058 Scales, N. W., 1922 W. Michigan Street, Evansville 12, Indiana
- 1059 Strathy, Colin M. A., 5 Lampont Avenue, Toronto 5, Ont., Canada
- 1060 Tincknell, Douglas E., 242 Superior Avenue E., Calgary, Alta., Canada
- 1061 Todd, Horace D., 521 Alderson Avenue, Billings, Montana



- 1062 VanNess, Waldo Darwin, 243 Gerry Road, Chestnut Hill 67, Mass.  
 1063 Warren, Herbert H., 922 Victoria Square, Montreal 1, Que., Canada  
 1064 Williams, L. Norman, 16 Niles Street, Hartford 15, Conn.  
 1065 Wrigley, Roy, 2859 Bellevue Avenue, West Vancouver, B. C., Canada  
 1066 Yeaton, Vinton R., 8 Third Street, Dover, New Hampshire

#### APPLICATIONS PENDING

- Erental, Richard T., 325 East 79th Street, New York 21, N. Y.  
 Hazel, Dr. H. C., 119 Mornington Street, Stratford, Ont., Canada  
 Lumley, Theodore Alfred, 1521 E. 15th Avenue, Vancouver 12, B. C., Canada  
 Person, Elvin W., Esther, Alta., Canada  
 Provick, A. M., Hazelcliffe, Sask., Canada  
 Williamson, G. A., 6 Union Row, Aberdeen, Scotland

#### APPLICATIONS FOR MEMBERSHIP

(Objections must be filed within 15 days after month of publication)

- Blanchard, Dick E., R. F. D. 2, Sturgis, Mich. (CX) CAN, NFD, PROV—19th and 20th century mint and used postage. Coils. O.H.M.S. Mint and used booklet panes. Federal, Provincial and Tax-Paid revenues. Mint, used and semi-official airmails. Stationery entires. Literature. Proofs and Essays. "Locals". Proposed by J. Levine, No. 1.
- Caspar, William C., 128 Grand Ave., Palisades Park, N. J. (CX) CAN, NFD—19th and 20th century mint and used postage and mint blocks. Coils. O.H.M.S. Mint and used airmails. Proposed by M. Kay, No. 760.
- Cooper, Richard J., 10620—79 Avenue, Edmonton, Alta., Canada (CX) CAN, NFD, N.S., P.E.I.—20th century mint and used postage and blocks. 1st Day covers. Plate Blocks. Coils. Mint booklet panes. Mint and used airmails. SPECIALTY—Plate Blocks. Proposed by E. A. Harris, No. 729. Seconded by Dr. M. Adamson, No. 527.
- Dale, Mrs. John D., P. O. Box 508, Red Bank, N. J. (C) CAN, NFD, PROV—19th and 20th century mint and used postage and blocks. Proofs and Essays. Proposed by R. J. Duncan, No. 37.
- desRivieres, Guy, 40 Marquette, Quebec, Que., Canada (CX) CAN, PROV—19th and 20th century mint and used postage and blocks. Coils. O.H.M.S. Mint and used booklet panes. Mint and used airmails. R. R., 2 and 4-ring and crown cancellations. Proposed by W. Worwood, No. 519.
- Gnadinger, John F., 410 N. Raynor Ave., Joliet, Ill. (C) CAN—Used postage. Literature. Proposed by R. P. Hedley, No. 164.
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- Hutton, Tom Reay, 7 Great St. Thomas Apostle, Queen St., London E. C. 4, England (CX) NFD—19th and 20th century mint and used postage and blocks. Pre-stamp, stampless and 1st Flight covers. Plate Blocks. Mint booklet panes and complete booklets. Mint and used airmails. Stationery entires. Literature. Proofs and Essays. R. R. cancellations. Proposed by L. Baresh, No. 575. Seconded by P. Marsden, No. 901.
- Johnson, Harold A., 464 Northcliffe Crescent, No. Burnaby, B. C., Canada (CX) CAN—19th and 20th century mint and used postage and blocks. Plate blocks. Mint and used airmails. Proposed by H. A. MacMaster, No. 484. Seconded by H. M. Smith, No. 927.
- Kennington, Paul, Ibis Lodge, Hellesdon Rd., Norwich, Norfolk, England (CX) CAN—19th and 20th century mint and used postage and blocks. Plate blocks. Coils. O.H.M.S. Mint and used booklet panes. Precancels. Mint, used and semi-offical airmails. Stationery entires and cut-squares. Flag, slogan 2 and 4-ring cancellations. Proposed by J. Levine, No. 1.
- Lloy, J. M., 196 Metcalfe St., Apt. 601, Ottawa, Ont., Canada (CX) CAN—20th century mint blocks. Plate blocks. Coils. Mint booklet panes and complete

booklets. Proposed by H. A. MacMaster, No. 484. Seconded by F. B. Eaton, No. 608.

Marsh, Victor, 13 Sion Rd., Riverside, Twickenham, Middlesex, England (DC)  
Proposed by R. J. Duncan, No. 37.

Moore, Christopher A., 64 Oakmount Rd., Toronto 9, Ont., Canada (CX) Pre-  
posed by R. P. Hedley, No. 164. Seconded by L. W. Sharpe, No. 395.

McPhee, Ronald Ian, P. O. Box 1182, Cranbrook, B. C., Canada (CC) CAN, N.S.,  
N.B., P.E.I.—19th and 20th century used postage and blocks. Coils. O.H.M.S.  
Used booklet panes. Used airmails. Proposed by H. A. MacMaster, No. 484.  
Seconded by W. J. Busch, No. 893.

Stewart, Alexander W., 196 Aubrey St., Winnipeg, Man., Canada (CX) CAN,  
NFD, N.B., N.S., B.C., P.E.I.—19th and 20th century mint and used postage  
and blocks. Mint and used booklet panes and complete booklets. Coils.  
O.H.M.S. Mint and used airmails. Literature. Proposed by E. P. Warren,  
No. 711. Seconded by R. Burr, No. 278.

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Brown, G. N., 3017 Queen St. E., G-10, Toronto, Ont., Canada

Copp, Dutton A., 8719-97th Ave., Edmonton, Alberta (from Montreal)

Meyerson, W. S., 320 Scally Pl., Westbury, L. I., N. Y.

MacDonald, W. A., Tweed, Ontario (from Welland, Ont.)

Morgan, Ian C., 22 Holton Ave., Westmount 6, Que., Canada

Park, J. Alex, Sr., Lewiston Rd., Grosse Point Farms, Mich. (from Miami, Fla.)

Pell, S. F., Jr., 108 Ramapo Valley Rd., Mahwah, N. J. (from Norfolk, Va.)

Ross, D. L., 98 Withrow Ave., Toronto, Ont.

Wilson, F. L., 499 Quebec St., Sherbrooke, Que., Canada

#### RESIGNATIONS ACCEPTED

Armstrong, Calvin, Caledonia, N. Y.

Ronzio, Anthony B., 1250—41st St., Los Alamos, New Mexico

#### RESIGNATION RECEIVED

640 Fontaine, Peter H., Cross St., Harwich Port, Mass.

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TOTAL MEMBERSHIP, May 15, 1953 .....	736
NEW MEMBERS, June 15, 1953 .....	26
	762
RESIGNATIONS ACCEPTED, June 15, 1953 .....	2
TOTAL MEMBERSHIP, June 15, 1953 .....	760

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