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The Official Journal of the British North America Philatelic Society



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The MAILBAG

U.S. Special Delivery Arrangements

I have been quite surprised that there have been no comments on Mr. H. N. Daggett's note on page 74 of the March 1953 issue of TOPICS.

This note referred to the fact that before arrangements were made for special delivery services in the U.S. on letters mailed in Canada and franked with Canadian postage, many Canadian post offices kept supplies of U.S. special delivery stamps on hand as a convenience to their patrons.

From personal experience many years ago, I can corroborate the statement that Dunlop-Toronto, for whom I work, had occasion often to require special delivery services in New York or to our associated plant in Buffalo, and the local postal station in Toronto used to keep U.S. special delivery stamps as an accommodation to us. Still earlier, the present manager of our secretarial department advises me that before the post office arranged for this accommodation, it used to be necessary for him to buy the U.S. special delivery stamps from the American Consul, who kept a supply on hand for the same purpose.

It is also my impression that some of the American post offices, Buffalo and New York for instance, kept Canadian special delivery stamps as an accommodation for their patrons who wished to have special delivery stamps on their letters to Canada.

J. Harvey Westren (No. 22)

New Brunswick 5c Connell

In the Journal of the Philatelic Literature Society, Vol. VIII (1914) appeared my article on the "Canadian Philatelist" (London, Ont.) 1891-1896. It was, I think, in the "C.P." that I made reference to an example of the "Connell" which had actually paid postage. Maybe this was the copy referred to in BNA TOPICS of April 1954.

Victor Marsh (No. 485)

Bouquet for TOPICS

I beg leave to congratulate you upon the fine appearance of the current issue. I trust that the good work may continue in the same high class manner. As a member of BNAPS I feel that the appearance and typography of our magazine has few equals, and I am proud of it.

E. L. Hill (No. 295)

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OUR COVER

There's a romantic story of early postal history behind this cover, illustrated by permission of W. E. D. Halliday, of Ottawa. See p. 199.

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No. 115

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VIEWS AND REVIEWS:

By THE EDITOR

WILL WE BE 'SCOOPED'?

MEMBER H. G. BERTRAM, of Dundas, Ontario, writes as follows: "You will recall a number of months ago our president was writing about the possibility of publishing a new book on Canada, and as a contribution I suggested that individual booklets be written up covering the different issues, and in some cases, denominations of our various stamps.

"Reading my copy of 'Maple Leaves' last evening, I note in the Editorial that they are suggesting a somewhat similar action, and perhaps you can discuss the matter with our president with the object of getting together with the Canadian Philatelic Society of Great Britain. This would produce more complete and perfect publications and would possibly reduce the cost to each society."

We agree that it would be a fine thing if our Society worked together with the C.P.S. of Great Britain in the publication of a B.N.A. Handbook, whatever form it may eventually take. If it is not feasible to publish individual booklets, perhaps the initial publication of these sections could be made simultaneously in BNA TOPICS and "Maple Leaves". This would give the members of both societies an opportunity to check over the various listings and comments, and any necessary alterations and corrections could be made before the issue of the booklets. Eventually these booklets will develop into a complete treatise on B.N.A., which could be published as a single large volume.

Whatever the final outcome, if anything is to be accomplished, a start must be made somewhere, and the first logical step seems to be the publication of information on one issue or group of issues either in booklet form or in both the interested periodicals. Rev. John Bain has brought up the matter through the mention in his column of the proposed reprinting of Dr. L. S. Holmes' B.N.A. Handbook by "Weekly Philatelic Gossip". Is BNAPS (and TOPICS), presumably the leader in the B.N.A. field, to be "scooped" by the general philatelic press?

Perhaps the members of the two societies interested in B.N.A. could do some thinking on this subject during the summer doldrums, and come up with some concrete suggestions in the fall.

REVIEWS

THE COMMONWEALTH CATALOGUE OF QUEEN ELIZABETH STAMPS. Published by Commonwealth Stamp Co., 7 Leather Lane, Liverpool, England. 60pp. 5"x7½". (No price indicated.)

For those wishing to get in on the ground floor with the stamps of the new reign, this catalogue is a "must". Following the same format as the more comprehensive King George VI-Queen Elizabeth II Catalogue reviewed in these columns recently, all information relating to the stamps in question is laid out in very readable detail. The book is nicely printed on fine coated stock, and bound in hard cloth cover.

WINNIPEG PHILATELIC SOCIETY YEAR BOOK, 1954. Published by the Winnipeg (Manitoba) Philatelic Society. 20pp. 4"x6½".

This first year book published by the Winnipeg Philatelic Society, which includes many BNAPS members in its ranks, contains a complete list of all members and their collecting interests. The little volume is rounded out with a number of short items on various subjects, to make another interesting addition to the increasing volume of Canadian philatelic literature.

Trail of the Caribou

By Freres Meyerson



ALEC MacMASTER, from Vancouver, B.C., weighs in with a bit of information concerning a subject that hasn't been discussed in this column since 1951. The topic under discussion concerns the so-called "Essays" of 1900. The quotes are Boggs', as he uses them in discussing these on page 176 of his book. It has long been felt that these were not government issue and that feeling is now partly borne out by what Alec has to say. He has just procured a pair of the 3c value and the 5c value joined. The stamps are perforated all around and are in brown. Alec then goes on to say, "The 5c value has a very tiny imprint at the bottom which seems to read 'A. Jacoby Co. 58 Sycabrau R. F. Paris'." Can anyone shed any light on Mr. Jacoby?

* * *

This seems to be Vancouver month as our second item is submitted by Pieter D. van Oudenol, also of Vancouver. Pieter is vice-chairman of the Perfin Study Group, and he writes to say that all three of the Newfoundland perfins have been positively identified by means of covers. The first and most common is the AYRE, which is self explanatory; the second perfin to be positively identified was the Anglo-Newfoundland Development Co., and the third and last, the G · K perfin has now been positively identified as being used by the firm of George Knowling of St. John's. We are slowly compiling a list of the varieties that do exist and in the not too distant future we will see that they appear in TOPICS. We, therefore, urge all members to let us know which varieties they have in their collections.

* * *

That was a nice item that Dr. Allan Wilkinson (No. 935) of Old Perlican, Newfoundland, sent down for our inspection. It was a superb copy of the 5c brown Seal, Scott No. 25, cancelled with a red "5". Numerals cancelled on Newfoundland stamps are not comon. We have seen a

black "2" on the 3c Scott No. 39, and a black "10" on the 2c Scott No. 24. Can any member report additional varieties?

* * *

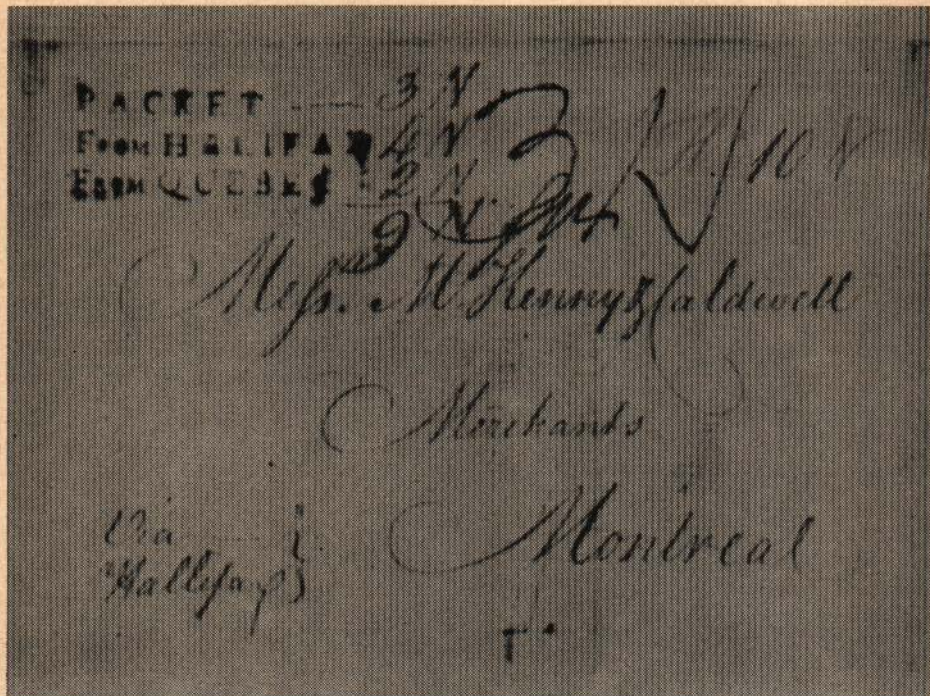
We have a further note concerning the G · K perforation mentioned earlier in this month's column. It is from C. Arthur Ayre (No. 712), Petrolia, Ont. He has the 2c Scott No. 105 with the G · K perforation used on cover from George Knowling of St. John's. The cover is dated May 7, 1915. Mr. Ayre also has an AYRE perfin on cover dated Oct. 25, 1927. The initialed stamps on the cover are the 2c Scott No. 132.

* * *

Thus far in our endeavors to compile a list of Newfoundland perfins, we have had lists from Pieter D. van Oudenol, Charles A. Ayre and R. J. Wooley. The composite list, including the few in our own collection, now comprises 25 varieties of the A.N.D., 19 of the AYRE, and only four of the G · K. The surprise thus far is that the A.N.D. varieties outnumber the AYRE varieties, the type that was supposed to be most common. The rarest still is the G · K variety. Let's have more lists and perhaps we can publish our compilation in the September or October issue of TOPICS. ★ ★

THEY LIKE IT!

- Congratulations on the new set-up of TOPICS! I personally think it is a vast improvement. I am exceptionally glad to note that you are not interspersing the advertising with the regular reading material.—C.P.deV.
- Congratulaions!!! on the new TOPICS—it is great!—A.H.K.
- We have gone from nothing to "Marilyn Monroe" with TOPICS!—J.L.
- Copy of BNA TOPICS for May to hand and let me congratulate you on the big improvement. I was delighted with it. The only thing it lacks now is more pages!—R.J.D.



GEORGES APRIL (BNAPS 1118)

Why the 'Kenny & Caldwell' cover has the Most Historic Handpostmark of Quebec City

IN THE SPRING of the year 1775, when Colonel Ethan Allen captured Fort Ticonderoga (on Lake Champlain) all communication between Canada and New York was cut off.

After the Treaty of Versailles was signed in September 1783, between England and the United States, a Mr. Foxcroft, postmaster of New York, remained there as postmaster for the mail of the British North America Colony only. At this time the need for communication between England and the United States was recognized with the inauguration of a monthly packet service from Falmouth to New York, and vice-versa.

Canadian businessmen asked Hugh Finlay, Joint Deputy Postmaster General for Canada, to re-establish a courier service between Montreal and Albany via Lake Champlain, as it was before the American Revolution. This service was needed particularly during the winter season because at that time of the year no packet boats were running between England and Canada due to the heavy drift ice on the Gulf and the River St. Lawrence.

As soon as Canadian couriers began to carry mail over U.S. territory, trouble started, as Finlay had given instructions to his own courier to proceed directly to New York with the mail. The American

Post Office authority wanted the Canadian courier to leave the mail from Canada at the Albany post office, so that it would be forwarded to New York by American courier, if the regular American rate was already paid. This trouble ended with an agreement that the Finlay couriers would have the right to take their mail to New York if the Canadian Post Office paid to its American counterpart three shillings sterling per ounce of mail, including the mailbag!

Border Post Office

Also, in that same year (1783), Mr. Hazard, General Postmaster in the U.S.A., announced he intended to open a post office on the border, so that would have meant that Canadians would have had to pay more for passing their mail over American territory, because the rate was calculated on a basis of the distance travelled.

No doubt this fact had something to do with the Canadian Governor-General's attitude when, in that same year and without consulting members of the Council, he gave an order to have a road opened between Kamouraska and Lake Temiscouata on the old trail of the Mickmac Indians.

With this new route, the mail could be carried overland to and from Halifax, N.S., entirely on British territory. This would mean from Quebec to Kamouraska, on the south shore of the St. Lawrence River, from Kamouraska inland to Temiscouata Lake, then by water by way of the Madawaska and St. John rivers to Fort Howe (St. John, N.B.), then crossing the Bay of Fundy to Annapolis Royal and by land route to Halifax, and the reverse for the trip back to Canada.

Courier Used New Road

In the fall of 1783, a courier by the name of Mercure, without any order, travelled to Halifax by this new road to get the mail for Canada being held there. It seems, however, that Hugh Finlay was not entirely satisfied with the revenue that the mail carried by Mercure brought to the Canadian Post Office, because Mercure's expenses were too high. This fact apparently dampened Finlay's enthusiasm for the new road as a courier route. The following letter was written by Finlay to Major Mathews, secretary to the Governor-General:

QUEBEC
23d Dec. 1783

Dear Sir,

They have it in Town that Sir John Johnson is to be here on the 27th, on his way to Halifax, and many people have asked me if I get up a Mail for England to go by that opportunity.

In the first place as I know not if it would be agreeable to the General that I should advertise a mail, and secondly as I know not if Sir John would permit any of his attendants to take charge of it, I have not been able to answer their questions.

The General's will in this matter will be the rule to direct

Dear Sir

Your very ob.t Servt
HUGH FINLAY

(Sir John Johnson was superintendent of Indian Affairs.)

A mail for England via Halifax was advertised in the Quebec post office. Sir John, with his suite, arrived in Quebec from Montreal on December 27 and the departure for the long journey to Halifax was arranged for the first week of January 1784, a few days after the New Year. It must have been a great shock to Hugh Finlay when he subsequently learned that Sir John and his party were returning to Montreal and that the trip to Halifax had been cancelled. Nevertheless, the mail service advertised in the post office had to be forwarded.

Durand Carries the Mail

Mercure must have had his fill of the hardships of the new route the preceding fall, because Finlay had to call upon Pierre Durand, another good courier, to take the advertised mail to Halifax. Durand left Quebec on January 10 with the first official overland mail from Canada to Nova Scotia. He had with him a public official notice, reading as follows:

This is to certify that Pierre Durand is employed by me as a Courier between Quebec and Halifax, and has in charge His Majesty's mail for the General Post office in London.

It is requested, that His Majesty's Officers, Civil and Military, may assist him on his Journey to Halifax, and on his return from thence to Canada.

Given under my hand & seal of Office at Quebec this 10th day of January 1784.

Hugh Finlay, Joint Deputy
Post Master General.

Before studying the handpostmark on the "Kenny & Caldwell" cover, which was carried in Durand's mail bag when he arrived back in Quebec from Halifax on April 24, let us read another letter sent by Finlay to Major Mathews.

Monday 1st March 1784

Dear Sir,

I was favour'd by yours by Mercure, and immediately comply'd with what you thought reasonable. I beg to inform you that no charge made by me as a Post Master can be allowed in my accounts without a written voucher, and that voucher must be sworn to: for that reason did I desire an order in writing, that I might regularly discharge myself for the sums enter'd in my Books, for American inland postage received for a Mail sent me by a return messenger from Halifax.

The first Mail you mention brought in no INLAND POSTAGE, I could only charge the bare Packet Postage with which I have been charged in

London by the Comptrollers bills which accompanied the Mails.

If that Mail had been sent to me by the Post Master at Halifax under the Seal of his Office, as the last was sent, I should have deem'd it but fair, right and reasonable to have made individuals pay for the Service perform'd.

Regularly, the Office can only charge for Services performed by the Office, but when the Service is perform'd by Government the revenue should not suffer, by performing that Service, therefore I charged the inland Postage which so far increased the Post Office revenue—this sum would have help'd to wipe off part of the enormous expence that will attend Durand's trip to Halifax with that unlucky Mail which Sir John Johnson was to have carry'd.

Thus stands my Account with the new route

Received of neat inland Postage on a Mail for England forwarded by Durand	£51 11 0
Received of neat inland Postage on a Mail sent from the Post Office at Halifax by a return messenger sent by Government	23 0 9
Neat American inland Postage received	£74 11 9
Deduct Durand's unavoidable expence on his trip, as calculated by Mercure	120 0 0

Dead loss to the Post Office, or rather to me, if the American revenue should fall short

	£ 45 8 3
--	----------

For you must know that Mr. Foxcroft's Salary and mine, by our Commission is payable out of the revenue arising in America.

Tho' the Post Office has broad shoulders, His Majesty's Post Master General cannot dispose of the English Revenue to pay American officers, or disbursements.

You plainly perceive that I cannot afford (not being vested with sufficient powers) to employ Couriers between Quebec and Halifax to bring such mails as may be sent to Nova Scotia: I can only give directions to the Post Master there to send them by the first opportunity offering; I fear that opportunities will but seldom, very seldom offer by land and there's evident risk by water.

If I should receive instructions to establish Couriers to Halifax monthly, & if the expence shall exceed or be equal to the Postages received, there will no Revenue remain to pay Mr. Foxcroft's Salary and mine.

I now pay £9 every week for Couriers and riding work between this and Montreal which is more than the neat postage received.

If it had not been for Governments postages for some years back, which amounted more than half of the whole, I must have shut up this Office.

The present prospect is a poor one for me as a Post Master—In short Gray, gives it up, and I cannot afford a Clark here. Bad times indeed, but in the worst of times I will not cease to be,

Dear Sir
Your obliged Servant
HUGH FINLAY

Major Mathews
St. Louis Castle
Quebec.

(William Gray was a merchant and post-master in Montreal; he gave up this job the day before this letter was written.)

Miserable 105-day Journey

As mentioned before, Durand returned to Quebec on April 24, after a miserable 105-day journey, and when he handed his mailbag to Finlay it was stamped with the Halifax Seal. This is why Finlay had the right to add the American inland rate to the packet rate already on the cover in the courier's mailbag. Finlay had a special handpostmark for that mail, so if that

three-line handpostmark appears on the "Kenny & Caldwell" cover illustrated here, it is because this cover was among the lot included in Durand's mailbag.

Now let us study the markings on this cover, addressed to "MM. W. Kenny & Caldwell, Merchants, Montreal", plus, in manuscript, in the bottom left corner "Via Halifax". The first postal rate inscribed on this cover was "3 N" in manuscript by an officer in the London Post Office (3 N means three shillings and no pence for Packet rate). The second rate mark was "H 10 N" also in manuscript, inscribed by an officer in the Halifax Post Office (it means H for Halifax, 10 for ten shillings and N for no pence, and represents the total postal rate from London to Montreal).

Now we come to the most historic handpostmark of Quebec City, which is inscribed on this cover:

PACKET	3 N
From HALIFAX	4 N
From QUEBEC	2 N
	9 N

"PACKET 3 N" means three shillings, no pence from England to Halifax by mailboat.

"From HALIFAX 4 N" means four shillings, no pence from Halifax to Quebec.

"From QUEBEC 2 N" means two shillings, no pence from Quebec to Montreal. Total rate "9 N" means nine shillings and no pence from London to Montreal (one shilling less than the officer in the Halifax post office intended to charge for the cover). But this:

PACKET
From HALIFAX
From QUEBEC

three-line handpostmark was put on by Hugh Finlay himself in the Quebec Post Office (of course, covers addressed to Quebec would only have first two lines of this handpostmark). But what is much more important for us today is that this postmark proves that the "Kenny & Caldwell" cover was transported entirely over British territory from Halifax, N.S., to Montreal, Canada.

Route Shows Loss

This handpostmark was never used hereafter because for the next four years the Lake Temiscouata road was not used as a courier route. Why? Because Durand carried down mail for £51/12/0; he brought back letters for £27/18/5; total,

£79/10/5. His expenses for his journey to Halifax and back, £191/3/9; total loss, £111/13/4 to the Canadian Post Office, or to Finlay. This revenue was based on 20% of the Canadian postal revenue, but he had to pay the postmasters' and the courier's salaries, also the Canadian postal administration.

In 1788, when this road again came into use as a courier route, Canada and Nova Scotia were no longer neighbors and the Canadian courier had to go only as far as Madaweska, in New Brunswick, for the overseas mail.

About the "Kenny & Caldwell" cover

again, on the back there is a London Bishop mark dated "7 JA" (7th of January) plus a manuscript endorsed "R. Morland & Co. London, 7 Jan ry 1784".

The old Temiscouata Portage has practically disappeared now, but we still call that area "Old Lake Road".

Before closing this article, I must thank Mr. W. E. D. Halliday, of Ottawa, for his co-operation and permission to use the picture of the "Kenny & Caldwell" cover which appeared in his booklet, published a few years ago, entitled "Notes on the Postal History of Canada from 1760 to the Confederation in 1867". ★ ★

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PERFIN

SECRETARY: R. J. Woolley,
359 Ellis Pk. Rd., Toronto 3

STUDY GROUP

SKOOKUM JIM, The Kid, and of all things, "Perfins"! When this series of articles was first planned, there was a definite program, designed to inform the reader on the purpose of perforating stamps, the introduction and spread of the practice, the type of machine, and a study of all designs of perforations on Canadian stamps, with identification of the user.

Although the series is progressing more or less along those lines, the writer, like many others writing on philatelic matters, finds the byways of more interest at times than staying strictly along the most direct route.

The item illustrated appears to be one of the scarcer of Canadian perfins, and has the distinction of being connected with one of the most romantic periods in Canada's history.



On August 17, 1896, the strike that was to make the Klondike region world famous was made on Bonanza Creek, a tributary of the Klondike River, by George W. Carmack and two Indian companions, "Skookum" Jim and "Tagish" Charlie, on information supplied by Robert Henderson.

Henderson is reported to have met the three others on a trip down the Klondike River, and suggested to them they cross the low divide to the Creek and prospect the gravels there, and to let him know if anything was found. After locating exceptionally rich placer deposits, Carmack and his companions proceeded to Fortymile to file their claims, but neglected to advise Henderson, who did not hear of the strike until the entire length of the creek had been staked.

The Rush Begins

As soon as the news of the rich new strike reached the outside world, a rush for the Klondike began. Pacific Coast shipping companies landed thousands at the Alaskan ports of Dyea and Skagway at the head of the Lynn canal, from which points the fortune-seekers climbed the forbidding Chilcoot and White Passes and pressed on to Lake Lindeman, headwaters of the Lewes River. There primitive craft were constructed for the journey of more than 500 miles down the Yukon River to the mouth of the Klondike. The settlement of Dawson sprang up at the confluence of the Klondike and Yukon rivers, and in a few years mushroomed from a few houses to a "city" of 25,000.

By the spring of 1899 all creeks of any importance in the Klondike had been staked, and considerable speculation in

claims ensued. Newcomers staked claims on the hillsides and benches of the creeks, to the amusement of the experienced miners. Many of these hill claims, however, proved to be immensely rich and made fortunes for their owners. Between 1897 and 1904, inclusive, more than \$100,000,000 in gold was obtained from the placers of Klondike creeks, the greater part of it by what are now considered primitive mining methods.

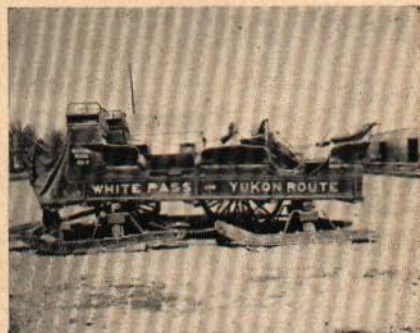
Rapid Development

In the wake of the Klondike rush there followed rapid development of the Yukon district. Steamer services were established on the Yukon River, both upstream and downstream, to Dawson. Construction of the White Pass and Yukon Railway was begun in April '98, the grade of the White Pass being a little easier than the Chilcoot, which you will remember was that used by "The Kid" on his epic journey. The rails reached Whitehorse on June 8, 1900, and the section along Lake Bennett, the last section to be completed, was finished in July 1900, the total cost being approximately \$10,000,000.

The total distance covered by the railroad from Skagway, Alaska, to the terminus at Whitehorse, British Columbia, is 110 miles, the International Boundary being about 20 miles from Skagway at the summit of White Pass. Near this point also is an engineering triumph of those earlier days, a steel

cantilever bridge 215 feet high, crossing Dead Horse Gulch.

The White Pass and Yukon Route is still a very active transportation system, providing rail, bus and steamer transportation in the Yukon territory. The illustration is of a horse-drawn sleigh which is still a useful

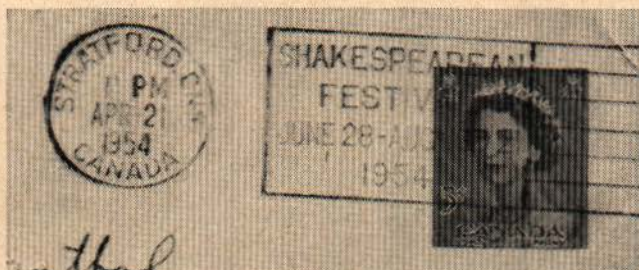


form of transportation in some months of the year. Should the reproduction not be too clear, the lettering on the driver's seat reads "Royal Mail, No. 7".

Speaking of perfins, although we seem to have wandered a little, WP/&YR was used by the White Pass and Yukon Route and is reported on the 1 cent green (Scott No. 104). Two letters of the postmark are legible, and would appear to be the "SE" of Whitehorse.

The same design is also reported to be on U.S. stamps of the same period. ★ ★

Special Cancellation for Shakespeare Festival



This year, from June 28 to August 21, Stratford, Ontario, will stage its second annual Shakespearean Festival. As in 1953, the local post office is publicizing the event by means of a special slogan cancellation, shown on the current 5 cent stamped envelope in the above illustration.

Stratford is a city of 19,000 people, and is named after the birthplace in England of the "Bard of Avon". Like its

British counterpart, Stratford, Ontario, also has an Avon River, which is backed up behind a dam to form Lake Victoria, encircled by miles of parklands.

It is important to note that the Stratford Philatelic Society, headed by BNAPS member Eric Rushton, and its subsidiary, the Stratford Junior Stamp Club, are actively engaged in furthering philately in the Classic City. ★ ★

CANCELLATIONS

on the 'Admirals'

MUCH has been written and published about the cancellations on the older issues of Canada, and a lot of data is now available in handbooks and various other publications. Many collectors have made intensive studies and built up very fine specialized collections around this subject. The older issues, with their great variety of fancy cancels, such as corks, rubber, roller, and many other cancelling devices have long been a challenge to all students doing research work and hoping to fill in the many gaps in our knowledge of Canadian stamps.

The increasing interest in this field of philately and the recognition of the fact that no specialized collection can be called complete without a showing of some pages devoted to cancellations, made the writer wonder why so little information has yet been published on the later issues.

The writer, specializing in the Admirals, has tried to compile a list of cancellations used on this issue to show that even the more recent issues, such as the 1912 to

1925 King George V stamps, will add much interesting information to a specialized collection. The list published here should not be taken as complete, as this is the first attempt (as far the writer is aware) to record the cancels of this period. It is hoped that this will not only encourage others to add further information, but will perhaps bring to light more data on the Admiral stamps themselves.

For the purpose of better identification, the various major types have been grouped together in this list. Each group is headed by its own letter of identity, followed by a sequence number. Wherever an illustration of the cancellation is available, the number of the figure follows the major type number in parenthesis. Here is the list of the major types:

Cities, C; Numerals, N; Letters, L; Registered, R; Rings, G; Corks, K; Bars, B; Revenues, E; Lines, I; Advertising, A; Railway, Y; Pen and Pencil, P; Flags, F; Field Post Office, D; Paquebot, S; Official and Private Perforations, O.

THE CITY TYPES

- C- 1 (Fig. 1) The broken circle; name of city and province forms part of circle; inside circle date in two lines; various letter sizes exist.
- C- 2 (Fig. 2) The single ring; name of city and abbreviated province; time, date and year in three lines; year date abbreviated.
- C- 3 (Fig. 3) Same as in C-2 but year date in full, and time appears below that of date.
- C- 4 Same as in C-2 but no time; two lines only.
- C- 5 Same as in C-4 but year date in full.
- C- 6 Same as in C-2 but city name and Canada; no province; time, date and year (abbreviated) in three lines.
- C- 7 Same as in C-6 but year date in full.
- C- 8 (Fig. 4) Same as in C-2 but city name and Canada at top; sub-post office name or number at bottom; date and year (abbreviated) in two lines.
- C- 9 Same as in C-8 but time, date and year in three lines.
- C-10 (Fig. 5) Same as in C-2 but city name and province in heavy letters; time, date and year in three lines.
- C-11 Same as in C-10 but date and year in two lines only.
- C-12 (Fig. 6) The three-ring cancel; city name and Canada; time, date and year in three lines; only used in large cities.
- C-13 The two rings; city and province name only. (This may be a revenue cancel.)
- C-14 Same as in C-13 but only single ring. This cancel was used in large cities in conjunction with an advertising slogan.
- C-15 (Fig. 7) Straight line cancel; name of city in between horizontal bars.
- C-16 (Fig. 8) Straight line; city, month and date in four lines.

C-17 (Fig. 9) The cogwheel; city and province name; time, date and year in three lines.
A very scarce cancel.

Note: Some of the city cancellations do exist in other colors than black, but are not often seen. Violet and blue-green are among the most common types.



Fig. 1



Fig. 2



Fig. 3



Fig. 4



Fig. 5



Fig. 6



Fig. 7



Fig. 8



Fig. 9



Fig. 10



Fig. 11



Fig. 12



Fig. 13



Fig. 14

THE NUMERALS

N- 1 (Fig. 10) Large numerals between heavy horizontal lines forming an oval.

N- 2 (Fig. 11) Small numerals between straight heavy vertical lines.

N- 3 Small numerals between straight thin horizontal lines.





Fig. 31



Fig. 32

N- 4 (Fig. 12) Same as in N-3 but lines wavy.

Note: The numerals represent sub-postoffice numbers in large towns. The smaller numerals do exist in various colors besides black.

THE LETTERS

L- 1 (Fig. 13) Large letters between heavy horizontal lines forming an oval.

L- 2 (Fig. 14) Large letters inside two rings.

L- 3 (Fig. 15) Medium-size letters inside single ring, surrounded by horizontal lines forming an oval.

L- 4 Same as in L-3 but lines vertical.

L- 5 (Fig. 16) Small letters between horizontal straight lines.

L- 6 Same as in L-5 but lines wavy.

Note: The same remark as for the numerals applies here.

REGISTERED CANCELS

R- 1 (Fig. 17) Small "R" in oval ("R" about 5/8").

R- 2 Medium "R" in oval ("R" about 11/16").

R- 3 Large "R" in oval ("R" about 13/16").

R- 4 "REGISTERED" in straight line inside box.

R- 5 (Fig. 18) "REGISTERED LETTER" in three lines in box.

R- 6 "REGISTERED", city and province name and date inside double oval.

Note: These listed here are the major types, but many others exist. The color of the Registered cancels is normally black or purple.

RINGS

G- 1 (Fig. 19) 3 rings.

G- 2 (Fig. 20) 6 rings.

G- 3 7 rings.

Note: Only black ring cancels have been found on the Admirals. One red 6-ring cancel proved to be bogus.

CORK AND RUBBER CANCELS

K- 1 (Fig. 21) Full disc.

K- 2 (Fig. 22) Disc cut into two sections.

K- 3 (Fig. 23) Disc cut into small squares.

K- 4 (Fig. 24) Disc cut into segments.

K- 5 (Fig. 25) Crossed lines.

Note: The few mentioned cancels should only be an example of the various types encountered. A great variety of these old type cancels do exist on the Admirals and form a very interesting study field.

BARS

- B- 1 Straight bars forming a square.
- B- 2 (Fig. 26) Straight bars forming an oval.
- B- 3 Straight bars forming a circle.
- B- 4 Straight bars inside a circle.

REVENUE CANCELS

- E- 1 (Fig. 27) Types which obliterate the stamp without adding information.
- E- 2 (Fig. 28) Types which give the date, year or name of company.
- E- 3 Types which show a symbol, trade mark, or something similar pertaining to a company or perhaps a bank.

Note: The number of types is almost endless but nearly all revenue cancels are in color and seldom in black.

LINES

- I- 1 (Fig. 29) Straight lines, 10 to the inch.
- I- 2 (Fig. 30) Wavy lines, 10 to the inch.
- I- 3 Wavy lines, 14 to the inch.

Note: The wavy lines have been found in black and purple.

ADVERTISING

- A- 1 (Fig. 31) Types which advertise an event.
- A- 2 (Fig. 32) Types which advertise for charity.
- A- 3 (Fig. 33) Types which carry messages from the Post Office.

RAILWAY CANCELS

A great number of types do exist and it would be impossible to list all the railway cancels used on the Admirals. Railway cancels are a very interesting field and the well known Shaw Catalogue should be consulted on this subject.



PEN AND PENCIL CANCELS

P- 1 (Fig. 34) Various types of pen cancels.

P- 2 Various types of pencil cancels.

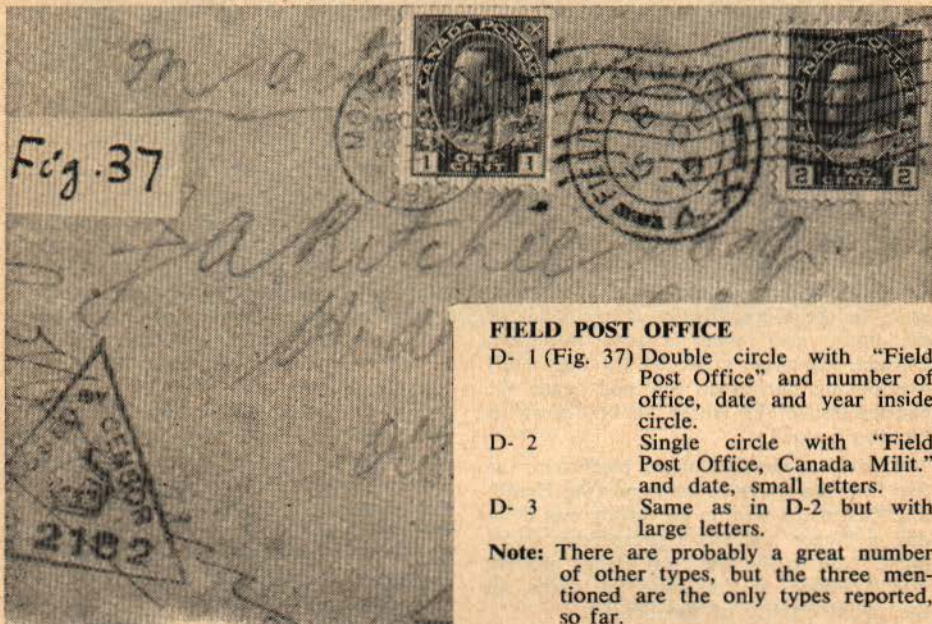
Note: No special pattern exists and such cancels can be found in any type of ink, pencil, and color.

FLAGS

F- 1 (Fig. 35) Flag used during Diamond Jubilee.

F- 2 (Fig. 36) Small flag.

F- 3 Large flag covering entire stamp.



FIELD POST OFFICE

D- 1 (Fig. 37) Double circle with "Field Post Office" and number of office, date and year inside circle.

D- 2 Single circle with "Field Post Office, Canada Milit." and date, small letters.

D- 3 Same as in D-2 but with large letters.

Note: There are probably a great number of other types, but the three mentioned are the only types reported, so far.

PAQUEBOT

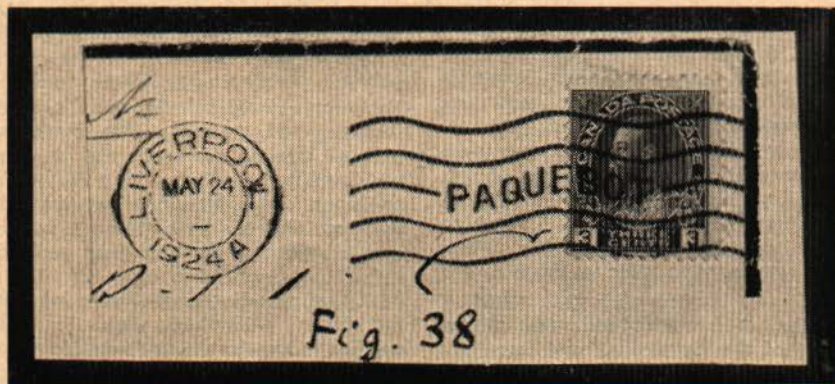
S- 1 (Fig. 38) "PAQUEBOT" inside wavy lines.

OFFICIAL AND PRIVATE PERFORATIONS

O- 1 Official perforations such as OHMS (5 holes), ND, MD, PS, etc., used by various government agencies.

O- 2 Private perforations such as CPR, BT, NYC, Sun Life, and many others used by various companies.

O- 3 Private perforations such as large holes, patterns, single letters or numbers often used on cheques, or for other revenue purposes.



A FIND . . .

THE STORY BEHIND TWO COVERS OF HISTORICAL AND PHILATELIC INTEREST

SOME TIME AGO I noticed in our local newspaper a small item that recalled to mind two covers in my collection and the interesting story they tell. The item, only about 15 lines, told of the sale of "Barton Lodge".

The American War (1812-14) was just about over when Colonel J. M. Whyte (sometimes spelled White), of the King's Dragoon Guards, arrived from Jamaica to settle in the Gore District at the head of the lakes, near what is now Hamilton, Canada. He chose a site on the high bluff overlooking Burlington Bay and began the construction of his home, to be known as "Barton Lodge".

Cradled at the foot of the bluff were the few buildings later to be known as Hamilton. Off to the west in the valley was Dundas, a bigger and more prosperous settlement. Also to the west, on higher ground, was Ancaster, at that time the centre of the social activity of the district.

By 1825 Colonel Whyte's large and commanding house was ready, and said to be the finest in the district. Situated as it was on the high bluff, on somewhat of a promontory, it commanded a marvellous view overlooking the beauty of Burlington Bay, and has been described "as beautiful and romantic a situation as any in the interior of America".

A Prominent Man

Whyte, though evidently a military man, seems to have taken no active interest in military affairs. He was a prominent man, well thought of in the district, but apparently concentrated his talents on business matters. Successful in business, he was at one period an associate of McNab, although they later appear to have been enemies, or at least business rivals. Whyte at times was wont to refer to "McNab and his gang".

He was, it is understood, one of the founders of the Gore Bank and interested in many undertakings. Socially his home was

the scene of many great affairs of his day, and he was rated a generous and genial host. However, there is little information available of Whyte's activities, his age or span of life.

His successor (we presume he married a Whyte), Colonel William Gourlay, was prominent, well-known and well-liked in business, military and social life. Successful in all three, he is perhaps best remembered for his military activities. At one time an officer in the Royal Welsh Fusiliers, he later commanded the Gore Militia, more usually referred to as "The Men of Gore", a unit which played a prominent part during the McKenzie Rebellion (1837-38). (Records of the Men of Gore were kept at Barton Lodge for 70 years, being sent to the National Archives in 1920.) Gourlay succeeded Sir Allan McNab in command of the First Incorporated Battalion of Militia, disbanded in 1843.

My own story is connected with the Colquhouns, successors by marriage to the Gourlays. Like their predecessors, they have long been a prominent and well liked family in the locality.

"A Nose for Stamps"

During the late 1920's, I became acquainted with the late James (Jim) Hebbard, and many a stamp-hunting trip we took together. Jim, a huge, kindly, likeable man, had moved here from the United States. As a salesman, he travelled a great deal throughout this part of the province, and was an inveterate stamp hunter and made some good finds. He had, as we often jokingly said, "a nose that could smell stamps". He, in his turn, had a joke on we Hamilton dwellers—he made the find at Barton Lodge. He would say to us: "You live here all your lives. There it was looking you right in the face, and you missed it."

Out of the find came some nice items including, I understand, the major re-entry on the 3d Beaver which found its way into Fred Jarrett's collection.



Jim invited me to pay a visit with him to the Lodge, and well do I remember it. Though it was not, I believe, at the time actually being used as a residence, a member of the family permitted us to enter. Like many homes of its period, there was a tower, and we made our way up to it to see the view. It was knee-deep in old papers, letters and the litter of years. We looked over the house, the barn and the grounds—it was a happy day.

If only all the philatelic and historical material could have been saved. But in August 1930 the fine old house was the victim of a disastrous fire and never rebuilt, and now the once-proud home and lands have been broken up into a modern subdivision.

The covers illustrated are of interest both philatelically and historically, and are worthy of description in some detail.

A Month from London

The earlier cover, 29th April '36, originated in London. Going via Liverpool to New York by packet boat, it took a month to make the trip.

The green cancellation of Queenston, the London "Paid Ship Letter" and New York Ship (the last two in red) are nice. The rates are also of interest, including a 6d charge for ferry at Queenston, I am told.

It took three days, New York to Queenston, to make this overland trip, and the

letter was received in Hamilton the following day.

The contents are of interest from a banking standpoint. They deal with the acceptance of the agency for the Gore Bank by a private English banking firm, Reid Irving & Co., upon the same terms as the firm of Thos. Wilson & Co. to handle transactions for the Bank of Upper Canada. They go on to say: "For the present we should like to limit our circulation of paper, until we see what effects may arise from the prospects of a bad harvest and the apprehension felt by the Bank of England from the multiplication of New County Banks". This is a very interesting sidelight of the period, dealing with the growth of the great County Banks in England. Even, it would seem, the Bank of England was worried.

The other letter, dated Sept. 11th, 1847, is of interest also. The address "Barking Lodge", is in error for Barton Lodge. Note also "Hamilton, near Dundas".

Dundas had earlier been the more important and better known, and even at this date was a thriving town. The first record of what is now the great industrial city of Hamilton dates back to June 16, 1792, when by proclamation Governor Simcoe gave the name of Burlington Bay to what had previously been known as Geneva Lake or Macassa Bay.

During those early days the community was known as Head of the Lake. Not until



1813, when George Hamilton divided part of his farm (bought from James Durand about a year before) into town lots, did it take the name of Hamilton. Durand, who moved here in 1805 together with other earlier settlers Richard Beasley and Robert Land, had staked out large farming claims. In 1813 the city had a population of 150. By 1829 it had grown to 250. Then began its real growth, for by 1830 it had 1,200 people, and by 1836 had grown to 4,000. Today Dundas is all but a suburb of Hamilton, a great industrial city of over 200,000.

The letter, an enquiry from a man in Westchester County, New York, concerning the starting of a florist business at or near Hamilton, has some interesting markings.

The interchange of letters between the United States and the Province of Canada was governed until 1851 by the Postal Convention of 1792. Prepayment in whole or in part of letters from U.S.A. was optional.

Up until January 12, 1829, many postmasters on the frontier had opened up contacts or communications with the U.S. post offices. At that time the then Deputy Postmaster of Canada, Stayner, designated only certain offices this privilege. Those designated for Upper Canada were Prescott, Kingston and Queenston.

This letter was posted at New York on 11th September, 1847, and took six days to reach Queenston. The markings in red show the United States postage to the line,

10 cents, was prepaid. This was the charge for a single letter (one sheet only) for a distance of over 300 miles as laid down by the revised rates of July 1, '45. The Canadian postage of 4½d currency (4d sterling) was collected on delivery, thus shown in black. This rate, shown in manuscript, was for a single letter going up to 60 miles, as laid down in the British Postal Act of 1765. This would be endorsed at Queenston. It is backstamped Hamilton, Sept. 18, '47, (in black). ★ ★

CONSULAR FEE STAMPS

These Canadian revenue stamps, used to cover any fee paid for Consular services, are issued in 25c, 50c, \$1, \$2 and \$5 denominations, and "shall be used for no purpose than to evidence the payment of fees set out in Consular instructions. They shall not be sold to the public uncanceled."

BNAPSer Roy Wrigley, of West Vancouver, B.C., who has been endeavoring to secure a set of these for his Canadian revenue collection, has advice from a Consular friend abroad, who says: "About the only way you could get them would be from a cancelled, or time-expired Canadian passport".

Well, Roy, getting is possibly the best part of collecting. ★ ★

• Make your plans now for BNAPEX-54 at Niagara.



PRINCE EDWARD ISLAND HANDBOOK



PREPARED BY THE PRINCE EDWARD ISLAND STUDY GROUP

EDITOR'S NOTE—After a long absence, which has been no fault of the Prince Edward Island Study Group, we resume publication of the "Prince Edward Island Handbook". Instalments will appear in October and November issues of BNA TOPICS, and thereafter as the Group prepares the copy for succeeding chapters.

CHAPTER V ISSUE III

The stock of postage stamps was decreasing, as in 1863 there were two warrants entered in the Post Office accounts:

"Warrant Book

"No. 263 The Colonial Secretary £100

No. 264 The Colonial Secretary £ 25 2 2 being the amount of Charles Whiting's account for postage stamps."

It is generally agreed that these warrants represented reprintings of the five values originally ordered in 1860, i.e., 1d, 2d, 3d, 6d yellow-green, and the 9d. All values were printed on a yellowish toned paper and perforated by machine C (irregular gauge of 11½-12. See Chapter X for details.)

Goodfellow estimated there were 800,000 stamps printed. Tomlinson, in his article, "The Prince Edward Island Warrants", which appeared in "The London Philatelist", August 1946, wrote: "I believe there were more than this—the paper was of a better quality than the latter supplies and probably the price lowering took place by stages. The estimates must be largely guess work but my estimate would be:

1,000,000 stamps, five values at 1/6.....	£75 0 0
Expenses	8 8 1

£83 8 1 sterling

which equals the £125 2 2 currency in Warrants No. 263 and 264.

"It would be pure conjecture to assess how many stamps of each value were supplied."

ISSUED STAMPS

No.	1864-68	Yellowish toned paper	Perforated 11½ - 12 (Machine C)
7	Type 4	1d yellow-orange (shades)	May 29, 1866 (Tomlinson)
a		Perf. compound 11 (B) and 11½-12 (C)	
b		Bisected (½d) unauthorized	
*c		Imperforate vertically (Tomlinson collection)	
8	Type 1	2d carmine-pink (shades) Die I.	Dec. 27, 1864 (Goodfellow)
a		Die II (No. 15 on sheet)	
b		Perf. compound 11 (B) and 11½-12 (C)	
c		Bisected (1d) authorized	
*d		Imperforate vertically	
*e		Perforated 11 (B) (Quarles collection)	
*f		Imperforate horizontally	

9	Type 2	3d	blue (shades)	Sept. 14, 1864	(Goodfellow)
a			Perf. compound 11 (B) and 11½-12 (C)		
b			Bisected (1½d) authorized		
c			Double impression		
*d			Imperforate horizontally		
*e			Perf. compound C x C x B x E (Crosby collection)		
10	Type 3	6d	yellow-green (shades)	Dec. 15, 1866	(Goodfellow)
a			Perf. compound 11 (B) and 11½-12 (C)		
b			Bisected (3d) unauthorized		
11	Type 5	9d	lilac (shades)	May 18, 1868	(Goodfellow)
a			Imperforate vertically		
b			Perf. compound 11 (B) and 11½-12 (C)		
c			Bisected (4½d) unauthorized		

POSTMARKS

P5	P5a	P7	P9	P10	P11	P27	P34a	P36	P36a
P37	P44	P55	P62	P72	P73	P74	P75	P76	P80
P92	P93	P94	P95	P96	P97	P98	P103	P69	

Bringing News About People and Stamps

By REV. JOHN S. BAIN (BNAPS 19)

THE "PHILATELIC JOURNAL", published back in 1872, has several numbers which are of particular interest to B.N.A. collectors. This monthly journal had a short life of only one year. It was edited by Edward L. Pemberton and published by Grant & Co., Birmingham, England. The outstanding feature was that most illustrations of stamps were printed in color! In issue No. 6, June 15, 1872, pages 102-103, we find the stamps of Prince Edward Island reproduced in their original colors. Not only the stamps, but a bogus emission by the notorious S. Allan Taylor appears among the illustrations as a regular government stamp. This was one of Taylor's outstanding hoaxes and caused much consternation in his day. The bogus 10c Prince Edward Island stamp is known to specialists today, but the reproduction in color that appeared in the "Philatelic Journal" is little known. Prince Edward Islands stamps illustrated are 2c ultramarine, 4c green, 6c black, and the 12c violet.

BNAPS

While visiting in a dealer's office recently, he showed me a Canadian collection which he had just purchased. It was a simple collection, all mint, neatly mounted, with each stamp encased in a protective acetate mounting. I was interested in purchasing Canada Scott No. 178, pair 1c orange coil showing line. Upon removing the stamps from their mount I found that the

color of the stamp had been so heavily transferred to the acetate that it was possible to identify the stamp from the outline that had been deposited. I pass on this observation and suggest to any members using this method of mounting that they check their collections. Such deterioration will spell ruin to stamps.

BNAPS

BNAPSer T. P. G. Shaw, writing about the Royal Train cancellations of 1939, mentions that he has the regular ring type in French reading "Train Royal (note the missing 'e' for 'Royale') Mai 15 39". Can anyone else report this error (?) or offer further explanations regarding it? If it is a broken dater other examples should turn up.

BNAPS

A word about the "new look" of BNA TOPICS. The paper and the type are indeed an improvement and should add much because of better reproducing qualities and readability. Now that we have such a paper stock I raise the question again of the feasibility of starting to print a highly specialized B.N.A. catalogue. "Weekly Philatelic Gossip" has just made an announcement that they have made arrangements with Dr. L. S. Holmes to reprint his B.N.A. Catalogue in serial form, each week, in their magazine. I believe BNAPS can do the same thing. ★ ★

Canadian R.P.O. Markings

» » » SOME NOTES ON 'DIRECTION MARKS'

THE first Canadian R.P.O. marking, ST. LAWRENCE & ATLANTIC RAILROAD POST OFFICE LETTER, of 1853, showed no direction mark or train number. This fine old postmark, the first "cart-wheel", had a small crown above the date and nothing else. My earliest copy of this is dated Nov. 5, 1853, and by an amazing coincidence I began to write this article exactly one hundred years later—November 5, 1953. After a short life it was superseded in 1854 by a smaller type, ST. LAWRENCE & ATLANTIC RAILROAD, with no outer circle or crown above the date, and this, too, at first showed no indicia further than the date. In the following year, 1855, a clerk or train number was placed below the date. I have Au. 20, 1855, with "1" below.

Even as late as Jan. 11, 1856, BYTOWN & PRESCOTT R.R. carried only the date,

with no year at all; the year is proved by other markings on my covers. But by this same year a direction mark, "UP" or "DOWN", plus a letter, "A", "B", "C" "D" (I have seen none after "D"), was normal usage on several runs:

MON. & BR. GRD. TRK. R.W. MAIL
COND'R.

MON. & ISLD. PD. GRAND TRUNK
R'WAY No. 6

MONT. & QUE. GRAND TRUNK
R'WAY No. 1

MON. & KINGS. GRD. TRK. R.W.
POST OFFICE No. 2

KING. & TORONTO GRD. TRK.
R'WAY. P.O. No. 2

QUEBEC & RICHMOND G.T.R. WAY
No. 2

QUEBEC & RIVIERE DU LOUP
G.T.R. No. 1



FIGURE 1—MONT. & QUE. GRAND TRUNK R'WAY No. 1, B UP, Dec. 29, 1855. This is Shaw's Q-125, although he has "MON". The letter was addressed to the famous Louis Papineau, of the "Papineau Rebellion", who later proved an enlightened pillar of political life in Quebec Province. He has written on the envelope: "Received, Monday, 31 Dec., 1855, from St. Hyacinthe; from cousin August Papineau".



FIGURE 2—B. & L.H. (Buffalo and Lake Huron), Oc. 10, '77, WEST.

It will be noticed that all these are G.T.R. markings. There were probably others of this type and indicia usage. Concurrent were a few smaller types, most of which showed no direction marks.

In 1865 I find on QUEBEC & RICHMOND SECTION G.T.R. No 3, the time mark "NIGHT" placed below the date. I believe this to be rather unusual at this time, although OTTAWA & PRESCOTT RAILWAY used SP, 6, 1869, P.M.

"EAST", "WEST", "NORTH", and "SOUTH" appeared in the 'sixties. My earliest is G.W.R. SARNIA BRANCH, MY. 7, '61, with "EAST" above the date. "UP", "DOWN", may still be found on other markings well into the 'seventies, soon to disappear, however.

As R.P.O. markings became smaller all features of the indicia—dates and direction marks—were compressed, and "E", "W", "N", "S", became normal. "EAST", "WEST", survived in some cases well into the Edwardian period, and may be found on HALIFAX & CAMPBELLTON R.P.O., SOURIS & WINNIPEG M.C., NAPINKA & WINNIPEG M.C., and on one or two P.E.I. markings. Various types of MONCTON & CAMPBELLTON of the same period show "NORTH", "SOUTH".

Other direction marks of 50 or 60 years ago are:

NO (North)—on several Quebec runs. Shaw also gives SO (South) but I have never seen it.

EST (East)—This French word was in use for some time on LEVIS & MONTREAL R.P.O., evidently by a French-Canadian. I have seen dates from Sp. 10, '03, to May 18, '06. I have never seen its opposite (Ouest). Shaw does not mention it.

P.M.—This is rare in my experience. Its use, limited, I think, to Quebec runs, would be worth the attention of a research student. I am of the opinion that it, like certain other rarely seen direction marks, would prove to be the work of one mail clerk, who had his own way of doing things.

SP.—Limited entirely to a few Quebec runs on the Q.C.R., Shaw's Q-42, Q-52, Q-280, R-113, R-115, all North and South runs. Shaw says it means "Special". I suggest it may have been a telescoping of "South" and "P.M." A chronology of its use will, I believe, prove it to be another idiosyncratic feature, peculiar to one and the same clerk.

DE, DW, NE, NW—These denote Day East, Day West, Night East, Night West. They were for many years

normally used by all the several clerks on two busy runs: ISLAND POND & MONTREAL and MONTREAL & TORONTO. Occasionally they may be found on other markings, MONTREAL & SHERBROOKE and OTTAWA & TORONTO), doubtless the work of clerks temporarily placed there.

Shaw lists an interesting group under M-98 (ST. JOHN & AMHERST MC)—AME, AMW, PME, PMW. These direction marks, none of which I have seen, would undoubtedly be the work of one and the same clerk, probably a "character" who had pride in his job and lots of time. Shaw gives no "period" for this unusual group. Will someone please give me information, and if sufficient material is available, a complete chronology. Thanks! What a fine page a complete showing of this group would make!

On most runs the usual practice was for the same hammer to be used for the double journey, the going and the return—the "out" and the "in" as some clerks term it. The direction mark "E" would then be changed

to "W", and so on, together with a date change in the case of a "long" run. Many runs are short enough for both "in" and "out" journeys to be taken on the same day. (R.P.O. runs vary tremendously in length, from about 20 miles, e.g., ST. GEORGE & BEAUCE Jct., 24 miles, to WINNIPEG & EDMONTON, 880 miles.) During the K.E. period, however, curious departure from the almost universal custom of using the same hammer on the return trip may be found on certain runs. From Montreal to Toronto, a "West" journey, one of the several hammers marked "MONT. & TOR." would be used, with "DW" or "NW" as direction mark; returning, one of the TOR. & MONT." series was used, this time with "DE" or "NE". Fig. 4 shows an interesting couple of specimens—MONT. & TOR. No. 1, Jy. 10, '06, DW, and MONT. & TOR. No. 2, same date, with NW. The day clerk used No. 1 hammer and the night train, No. 2, at this time.

This same system of a different hammer used for the return journey, was in vogue at this time between Ottawa and

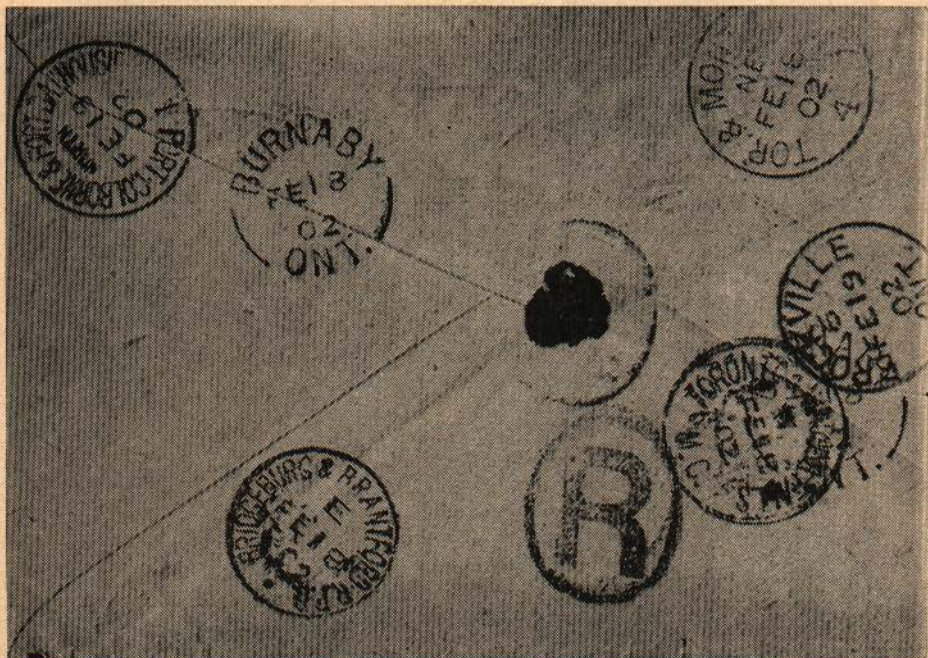


FIGURE 3—The reverse of a Registered Letter from Burnaby, Ontario, to Brockville, Ont., Feb. 18-19, 1902. The four R.P.O. markings show varied direction marks: (1) BRIDGEBURG & BRANTFORD R.P.O., E (Shaw O-30); (2) PORT COLBORNE & PORT DALHOUSIE MC. NORTH (Shaw O-283); (3) TORONTO & NIAGARA FALLS MC., W (Shaw O-374); (4) TOR. & MONT. G.T.Ry., 4 NE (Shaw O-369). The six date stamps made the elucidation of the route an interesting problem.



FIGURE 4—An interesting pair of specimens used on the same date, July 10, 1905. The clerk on the day train, using the direction mark "DW", had hammer "1"; the night clerk, using "NW", had hammer "2". At one time or another there were 12 hammers, numberer 1 to 12 respectively, used for the marking MONT. & TOR. G.T.Ry. (Shaw Q-165), and 12 for the return journey, TOR. & MONT. G.T.Ry. (Shaw O-369). By the time Edwardian stamps appeared several hammers of both series had dropped out of use and had been replaced by others suitable for this run.

Toronto, Montreal and Island Pond, and Ottawa and Montreal via Montebello and Calumet.

Return Trips

Opposite direction marks, E and W, N and S, on the same run and bearing the same date (on longer runs, successive dates) constitute a "return trip" and have a certain interest. My collection includes many such groups. I think the most interesting I have found is QUEBEC & LAKE ST. JOHN M.C. (Q-209), Nov. 9, '04, N, and Nov. 10, '04, S. This longish run of 227 miles was a full day's journey, returning the next day. Why is this example so interesting? The reason is that this old hammer was then used for the last time, for the very next day it was superseded, together with its two Lake St. John contemporaries, Q-210 and Q-213. They were never used again. I have the new marking, QUEBEC, ROBL & CHICTI (Q-242) dated Nov. 11, '04, the closest linking up of superseded and superseding hammers I have yet found. I also have the last trips of Q-210 and Q-213, both in the same week as above.

Error Direction Marks

Omissions of direction marks may be found occasionally. In many cases such are inadvertent freaks and should be collected merely as such, as they contribute little or nothing to R.P.O. study. Students should notice, however, that for some time it was normal to omit direction marks on certain

runs in P.E.I., and on a few other runs, such as LYSTER STN. & DESCHAILLONS R.P.O.

A more marked error may be found on LEVIS & MONTREAL R.P.O. in 1909, when for some time a clerk (probably one of the north-bound Q.C.R. runs out of Levis) used "N" on this East-West train. I have several copies; I have not seen "S" and should be glad to hear of it.

An exactly similar error was used on MATAPEDIA & PASBEBIAC MC, QUE. DIVI. (Q-57) in 1905. I have dates from Jan. to May, 1905, showing "N" on this East-West run. This is listed by Shaw. I have not seen "S" and would welcome news as to its existence. In my opinion a clerk resident at near-by Campbellton used to "N" and "S" on the Moncton and Campbellton run, would be responsible for this error.

The very best direction mark error I have found is shown in Fig. 5. In this, CAMP'TON & LEVIS LOCAL R.P.O., the clerk, when changing the indicia for the return journey East, inadvertently used the previous direction mark "W" in place of the year date. He did not notice or correct the error, for I have found three copies.



FIGURE 5—CAMP'TON & LEVIS LOCAL R.P.O., E. Ap. 14 W.!!! A striking direction mark error. The clerk used "W" in place of the year date.

FIGURE 6 — Not an R.P.O., but a good companion for Figure 5. NEWCASTLE, N.B., AM SP. 28, PM.

Just to prove that R.P.O.s are not the only markings on which amusing errors can be found I show in Fig. 6 one of the best "town" errors I have ever come upon. ★ ★

● **ADVERTISING MANAGER GEO. B. LLEWELLYN** will welcome copy for your advertisement to appear in the Yearbook Edition of BNA TOPICS to be published in September. Your support makes this Yearbook possible!

Small Queens . . .

Two 3c Values Correlated

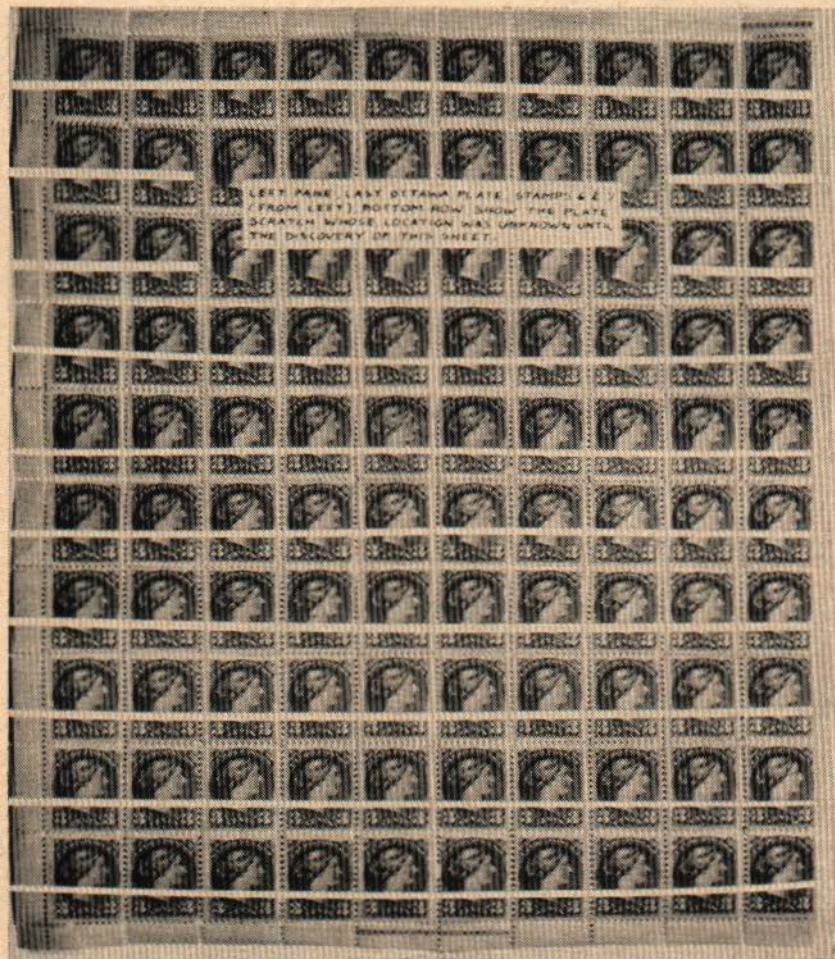
IN "STAMPS" magazine of March 8, 1941 L. D. Shoemaker wrote on "The 3c Small Queen Issue of Canada", the first serious attempt at a correct chronological classification of that difficult stamp since Brig. M. A. Studd's highly advanced treatise on the entire series, which had appeared nine years earlier in "The Philatelic Journal of Great Britain".

Mr. Shoemaker's article represents today, among Small Queens specialists, something

of a minor classic which has been reprinted since, unfortunately without the original chart illustrating a total of 32 proven plate varieties of the 3c.

Variety No. 22 was described as "Dr. Day, 3 copies—Ottawa 1897. Deep scratch in lower left corner of stamp", and variety No. 26 "Dr. Day, 2 copies—Mr. Stahn, 1 copy—Ottawa 1898. Plate scratch through the right '3' to the outer frame line".

These two varieties have now been



traced to neighboring plate positions, by means of the illustrated left half of a sheet of 200 of the last 3c Ottawa plate.

Plate position No. 186 represents Shoemaker's variety No. 26, while position No. 187 shows variety No. 22, the scratch being continuous through both stamps and extending at the same angle (with interruptions) well into the sheet margin below stamp No. 187.

All used copies of these two varieties that I have seen to date, including several in my

collection, are dated 1897, indicating the probability that the damage took place during the last stages of the plate.

* * *

Editor's Note—The illustration accompanying this article is published because of the uniqueness of this pane of 200 subjects, and not because there is any likelihood of seeing the scratch mentioned. We could make it out on the original photograph, however. ★ ★

Special Exhibition Cachets for 1954



ALMOST in the nature of a sequel to the article on "The Exhibition Cachets and Postal Markings of Canada, 1937-1953" by J. S. Gordon in the June issue of TOPICS, was the announcement of the 1954 versions of these interesting cachets used by sub-postoffices operated in connection with several annual exhibitions in various parts of Western Canada.

Special cachets, as illustrated here, have been prepared for use on all mail posted at the postal exhibits at the Calgary Exhibition and Stampede, July 5-10; Edmonton Exhibition, July 12-17; Saskatoon Industrial Exhibition, July 19-24; Provincial Exhibition, Regina, July 26-31, and the Pacific National Exhibition, Vancouver, August 25-September 6.

Covers should be sent in an outer wrap-

per, fully prepaid and addressed to postmasters concerned to reach them either before or during the periods mentioned for the particular cachets desired. Requests for special daily cancellation dates cannot be granted. Covers should be fully addressed and contain a filler. A space not less than 2½"x3" wide should be reserved in the lower left-hand corner for the cachet impression.

Collectors resident outside of Canada, not possessing Canadian postage stamps, should forward a postal order or bank draft payable for the exact amount in Canadian funds, made payable to the Receiver General of Canada, and addressed to the postmasters at the above-mentioned post offices. Cash, cheques or postal notes will not be accepted. ★ ★

Sketches of BNAPSers . . .

By V. G. GREENE (BNAPS L40)

No. 58: C. G. (Bill) Kemp

BNAPSer Cecil George (Bill) Kemp was born in England on May 15, 1897, but left there as a boy and spent two years in Africa and 18 years in Australia. During the First Great War he served with the Australian Expeditionary Force.

A graduate mechanical and civil engineer, Bill moved to Canada in 1929, and is now manager of Consumers Glass Co. Ltd., in Montreal. This firm has just finished building a plant in Etobicoke, Ontario, and Bill, who loves to fly, is in his element, as he has had to fly to Toronto every ten days for the past year!

Bill started to collect stamps in 1919, but did not seriously take up the hobby until he came to Canada, when he started to specialize in Canadian stamps. He has since branched out to include the provinces, particularly Prince Edward Island and Newfoundland. In 1950, after being away from Australia for 22 years, he started a specialized collection of the Australian Commonwealth. He also has an important sideline collection of B.N.A. forgeries. Bill's favorite, perhaps, is Prince Edward Island, of which he has a choice collection which won the BNAPS Gold Medal in 1949, and awards at other exhibitions, notably London in 1950 and CAPEX in 1951.

One of the foremost authorities of the stamps of Prince Edward Island, Bill has written several articles on this interesting



C. G. (BILL) KEMP

province, most of them for the B.N.A. Collectors' Club of Montreal, of which he is a former president. He has also written articles on other phases of B.N.A. stamps.

Happily married since 1930, Bill and his wife have travelled extensively. Apart from philately, Bill's hobby is Chinese and Japanese art. He is a keen tennis player but is content to limit himself to doubles play these days. ★ ★

COMMITTEE CHAIRMEN NAMED FOR BNAPEX-54

Reports indicate that preparations are proceeding apace even at this early date, for BNAPEX-54, to be held in Niagara Falls, October 27-31. All those who have questions they wish to raise about the exhibit and convention will have all the answers in a special mailing of informative material which will be made soon. Committee appointments for BNAPEX are as follows:

General Chairman: Richard P. Hedley, 452 Franklin St., Buffalo 2, N.Y.

Exhibits: Homer W. Hendree, North Freeman Rd., Orchard Park, N.Y.

Bourse: Henry M. Rubisiak, 41 Sprenger Ave., Buffalo 11, N.Y.

Treasurer: T. Sloane Palmer, 333 Burroughs Drive, Snyder 21, N.Y.

Chairman of Judges: Adolph Steeg, 1048 Genesee St., Buffalo 11, N.Y.

REVENUE GROUP NEWS

SECRETARY: Prof. R. DeL. French, 7481 Upper Lachine Road, Montreal 28, Quebec

THE JULY 1948 "Journal" of the Essay-Proof Society lists five Canadian revenue proofs which do not seem to be mentioned in the CRS catalogue. They are described as "die proofs, large size, on India paper, on die-sunk cardboard mounts." Naturally, all are imperforate.

1865 Bill Stamps: 10c black, \$1 brown, \$1 violet, \$1 black, \$1 slate-black.

Only one each of these is reported known.

The October 1949 issue of the same journal reports four additional and similar proofs:

1897 Weights and Measures: 2c brown, 30c brown.

1897 Gas Inspection: 25c green.

1900 Electric Light Inspection: 50c green.

Again, only one copy of each is reported. All these nine proofs are in the collection of a fellow revenueur, E. L. Piggott (No. 629). If any other group member also has any of them, the chairman would be glad to hear of it.

* * *

One of our friends, who has such a good collection of Canada that he finds it hard to add to it anything that he can afford to pay for, except, of course, the new issues as they come along, has now branched out into a few pages of revenues. He says he could never get up much enthusiasm for paper and perforation varieties and the like, but is a great fellow for shades, perhaps because he is a color chemist. His little revenue collection is much simplified; he has only one copy of each. For example, the second-issue Bill stamps are represented by three only, one of the 1c-9c type, one of the 10c-50c type, and one of the dollars denominations. To assemble a complete collection of this kind would not be much of a job if one were content to accept used copies, but Bill isn't! His must be mint in all that the term implies and in immaculate condition, to match the bulk of his Canadian postage stamps. Some items, say the Supreme Court stamps, are very hard to find mint, and some, e.g., the Consular Fee stamps, are not available at all mint, and still others may be found mint, but were not supposed to be allowed to circulate in that condition. I think Bill is still

half hoping that he can subvert somebody in External Affairs to get mint Consular Fees, but his chances are exactly nil.

Maybe there is an idea here for some of you who have reached a state of slow progress with your postage stamps. A few pages of revenues might dress up your collection. Canadian revenues are all attractive and many greatly resemble the contemporary postage stamps in design, using the same portraits, for example. Where will you find a lovelier piece of engraving than one of the 1897 Supreme Court stamps, or one of the dollars denominations of the second or third Bill Stamp issues?

* * *

Somebody should provide us with a check list of the tickets used to collect sales and amusement taxes in the provinces which have such taxes. True, they are not really "stamps", we suppose, but they are collected, nevertheless. Does anybody know of such a listing? We don't.

Also waiting to be listed are the various labels, usually strips, used by the provincial liquor control boards. As we understand it, none of them collects any tax, they merely guarantee that the liquor they cover was legally sold, and, we suppose, is of good quality. In guaranteeing quality, they are in the same category as the federal "bottled-in-bond" stamps, in which there is a great deal of interest. Some provinces used similar labels for beer, as well as for spirits.

* * *

We spent an evening not long ago looking over a fine collection of Mexican revenues belonging to a friend of ours. Well-engraved and many bicolored, they were a treat to eyes jaded by too close attention to a specialized collection of United States Presidentials. They served to emphasize the charm of revenues to those who are not too stiff-necked to admit that items other than postage stamps are collectable.

Owing to their mode of use, many revenues are distinctly scarce, some are very rare and there are no great sources of supply for collectors. Compared to postage stamps, few are used and many must, for legal reasons, remain attached to their documents for many years. The revenue field has

been little exploited as yet; there is as much, and probably more, opportunity for research in it than there remains in postal history. And there is a fair amount of romance. Did you know that the stamp with the greatest known face value is a revenue, and that they have been used to collect taxes on such diverse items as gloves, hair powder and newspapers? Don't tell me that revenues are trash!

* * *

The editor of these notes would like to hear from any members of BNAPS who have covers on which Canadian revenues really paid the postage or appear to have done so. This bars out all made-to-order covers on which postage due was collected, as it almost universally was. The editor has one cover which appears to be legitimate and there must be others.

* * *

If any of our cigarette stamp collectors are interested in the numerical cancellations which are now appearing and have been since June 1951, on stamps used by the Imperial Tobacco Co. Ltd., and are worrying because they find gaps in the series, they may as well stop.

The series began with 124 and at this time of writing has reached 290. We are told that 129, 134, 145-200 (incl.), 238 and 239 were not used. The long gap from 145 to 200 covered the time of a strike. There were not reasons given why the other numbers were missed.

There are four types of this cancellation:

- (1) 124-130 incl.—“6-10D” and 4 mm. Gothic figures, reading down.
- (2) 231-234 incl.—similar, but “6-10D” omitted.
- (3) 235-263 incl.—5½ mm. Gothic figures, repeated twice, reading down.
- (4) 264-date—4 mm. Roman figures, repeated twice, reading down.

Up to about 266 black ink only was used. After that figure, red ink was used for stock to be sold in the Province of Quebec and black for the rest of Canada. This change was made at the request of the Provincial Government, in an attempt to reduce smuggling from Ontario, where there is no tobacco tax, into Quebec, which has one. Certain numbers are hard to come by—the writer has not yet seen 124 or 130.

* * *

After a good deal of labor and annoying delays which could not be avoided, the catalogue of Canadian federal revenue

stamps issued since Confederation in 1867 is now ready for distribution. It was compiled by Nelson S. Bond (L84) under the aegis of the old Canadian Revenue Society, now this group. There are 74 plus 4 pages, letter size, punched for a three-ring binder, but stapled in a cover. Every type of stamp is illustrated and we believe the listings are as complete as it is humanly possible to make them. Mr. Bond personally verified every entry, which means that some varieties carried by previous catalogues have been dropped because no satisfactory evidence of their existence could be found. So far as possible, prices are based on actual transactions.

The edition available for sale is limited, so members who want a copy would do well not to delay. Order from Dr. Jan M. Novotny, 379 Elm Avenue, Westmount 6, Quebec, and enclose a remittance of \$2.25, payable at par in Montreal. Canadian banks charge 15 cents for collecting out-of-town cheques and at the moment it takes about \$1.02 in United States funds to equal \$1.00 in Canadian, so it is safe to add 20 cents to your cheque to cover both charges.

* * *

By the time you read this, you will have received pages 48-57, inclusive, of our Tax Paid catalogue, Publication No. 25. Perhaps half of it has now been duplicated and distributed. Please look this instalment over and if you find errors or omissions, which is quite likely, send a note of them along to the secretary of the group.

* * *

Who wants a copy of Jarrett's “British North America, 1929”—a good copy, although the binding is slightly worn? Write the secretary of this group.

* * *

To keep this section of TOPICS going, news and comments are needed and are solicited from anyone who has anything to say. As this issue is a combined July-August number, we won't be appearing in this spot again until after the holiday season. Please take time off from your summer activities to send us any material you have for publication in the fall. Write to the secretary of the group, 7481 Upper Lachine Road, Montreal 28, Quebec. ★ ★

• **According to** the British magazine, “Stamp Collecting”, a special commemorative stamp will be issued in connection with the World Boy Scout Jamboree to be held in Canada next year. ★ ★

OFFICIAL SECTION

BRITISH NORTH AMERICA PHILATELIC SOCIETY

OFFICIAL NOTICE Nominations and Elections

ARTICLE IV, Section 3—As amended April 1954.

A President, Vice-President, Treasurer and Secretary shall be so elected by ballot in the even-numbered years, during December. Three (3) members to the Board of Governors shall be so elected each year by ballot during December for a term of three (3) years. All elected officers shall serve as such officers until their respective successors are elected and shall qualify.

Nominations may be filed with the Secretary by Groups or by any five (5) members in good standing not later than ninety (90) days prior to the election date. At least ninety (90) days prior to the election date, the President of the Society shall select and appoint three (3) Members of the Society to serve and function as a Nominating Committee whose prime purpose shall be to prepare and present a slate of nominees for each elective office to be voted. Each nomination made shall be published in BNA TOPICS not less than sixty (60) days prior to the election date.

An Official Ballot shall be prepared by the Secretary containing all nominations, spaces for marking against each name, and space for the signature and number of the Member casting the ballot, if he so elects. The Committee on Elections shall canvass the vote and report the results to the Secretary for filing and notice in BNA TOPICS. If no one candidate shall receive a plurality of the votes cast for such office, the Committee on Elections shall issue new ballots for the election to this office containing only the names of the two (2) candidates receiving the highest number of votes in the last previous balloting.

Report of the Secretary . . .

By JACK LEVINE, Secretary, 74 Arlington Ave., Brooklyn 7, New York

June 15, 1954.

NEW MEMBERS

- 1187 Bentham, Chester N., 22 1/2 Stewart Ave., Hanford Bay, Silver Creek, New York.
- 1188 Brandli, E., Hilltop Road, Mendham, New Jersey.
- 1189 Champ, W. Harold, 138 Gloucester, Ottawa, Ontario.
- 1190 Dodd, Leslie H., 1111 Burlingame Avenue, Detroit 2, Michigan.
- 1191 Eisele, Herman, 824 Engineers Bldg., Cleveland 14, Ohio.
- 1192 Forfar, Keith, 3152 No. 27th Street, Milwaukee 10, Wisconsin.
- 1193 Hamilton, H. T., 11316-73 Avenue, Edmonton, Alberta.
- 1194 Harris, Theodore H., 530 Outremont Avenue, Outremont 8, Quebec.
- 1195 Jamieson, Robert A., 215 Main Street, Binghamton, New York.
- 1196 Knox, Stewart I., 26 Stoke Street, Port Arthur, Ontario.
- 1197 Liveright, Frank L., Hillsdale, New Jersey.
- 1198 MacDonald, Daniel G., 63 Elmwood Drive, Sunny Brae, West Co., New Brunswick.
- 1199 McCallum, J. A., Met. Office, RCAF Station, Bagotville, Quebec.
- 1200 McDonald, Susan M., 3125 Crescent Road, Massillon, Ohio.
- 1201 Novotny, Jan M., 379 Elm Avenue, Westmount 6, Quebec.
- 1202 Peters, Reimers A., 5454 W. Vernor Hwy., Detroit 9, Michigan.
- 1203 Richardson, C. N., 8 Mulgrave Road, East Croydon, Surrey, England.
- 1204 Rines, Homer G., 12 Wind Road, East Hartford 8, Connecticut.
- 1205 Robertson, Donald George, Little Werneth, Claremont Road, Redhill, Surrey, England.
- 1206 Silberstein, Milton Leonard, 1607 Francis, Houston 4, Texas.
- 1207 Slimmon, Donald Hood, 1020 Grosvenor Avenue, Winnipeg, Manitoba.
- 1208 Stokely, N. F., Del Rio, Tennessee.
- 1209 Swanker, Dr. Wilson A., 133 East 58th Street, New York 22, New York.
- 1210 Webb, Jim F., 309 Sunnyside Avenue, Toronto 3, Ontario.
- 1211 Williams, Homer F., 12208-126 Street, Edmonton, Alberta.
- 1212 Zahm, Anton H., 1351 Westmorland Avenue, Syracuse 10, New York.

APPLICATIONS PENDING

- Baulch, Bert L., 52 St. Clair Ave., East, Toronto 7, Ontario
- Brock, Rear Admiral P. W., D.S.O., c/o United Service Club, Pall Mall, London S.W.1, England.
- Decarie, Maurice, 6667-19th Ave., Rosemount, Montreal, Quebec
- Fisher, Paul J., 16 Thomas St., Johnson City, N.Y.
- Grumm, Fred, 2702 Donner Way, Sacramento 18, Calif.
- Hewer, Edgar Elliott, Box 140, Chase, B.C.
- Johnson, B. Connor, 306 W. High St., Urbana, Ill.

APPLICATIONS PENDING (Continued)

Jorissen, Andre L., 1006 Highland Road, Ithaca, N.Y.
Little, Phillip Jr., RFD No. 5, Box 59, Wayzata, Minn.
Menzies, Robert W., 513-21st St., West, Owen Sound, Ontario
Neuls, John J., 157 E. 7th Ave. (P.O. Box 303), Melville, Sask.
Pearse, Langdon, P.O. Drawer F (3 Golf Lane), Winnetka, Ill.

APPLICATIONS FOR MEMBERSHIP

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

Baker, B. M., Box 359, Kelowna, British Columbia (CX) CAN, NFD—19th and 20th century mint and used postage and mint blocks. 1st Day and 1st Flight covers. Plate Blocks. Coils. O.H.M.S. Mint and Used Airmails. Proposed by J. B. McClelland, No. 933. Seconded by E. G. Doner, No. 420.
Begin, C. N., Box 125, Station B, Quebec 2, Quebec (D). Proposed by R. J. Duncan, No. 37.
Ingraham, W. St. Clair, No. 2 Crescent St., No. Sydney, Nova Scotia (C) CAN, NFD—19th century mint and used postage and mint blocks. Plate Blocks. O.H.M.S. Proposed by W. C. Rockett, No. 249. Seconded by C. K. Liggett, No. L154.
Kehoe, Vin, 144 W. 57th Street, New York 19, N.Y. (DCX) CAN, NFD, PROV—Mint and used postage. Proposed by M. Kay, No. 760. Seconded by R. J. Holmes, No. 854.
Silverman, I. Irving, 105 W. Adams Street, Chicago 3, Ill. (C) CAN, NFD, PROV—Federal and Provincial Revenues. Proposed by C. MacR. Makepeace, No. 107. Seconded by W. C. Rockett, No. 249.

CHANGES OF ADDRESS

Adsit, Douglas F., 2107-27th Ave. S.W., Calgary, Alberta.
Argenti, Nicholas, 88 St. James Street, London S.W.1, England.
Burkhart, Harry L., 761 N.W. 147th Street, Miami, Florida (from Chicago, Ill.)
Canham, H. E., 163 Rosseau Road, Hamilton, Ontario.
Carter, Walter P., 47 Risebrough Avenue, Willowdale, Ontario (from Newtonbrook, Ont.)
Christensen, A. H., 1509 Sherbrooke Street W., Montreal 25, Quebec.
Cook, J. R., Arkona, Ontario (from Hickson, Ontario).
Fairbanks, Gordon H., 1224 E. 57th Street, Chicago 37, Illinois (from Albuquerque, N.M.)
Fletcher, E. D., 1844 Knox Road, Vancouver 8, B.C.
Hodgson, Mrs. Sayde, 47 Risebrough Avenue, Willowdale, Ontario (from Newtonbrook, Ont.)
Vincent, U. H., 4944 Delmar, St. Louis 8, Missouri.
Westren, J. Harvey, 33 Glenrose Avenue, Toronto 7, Ontario (Zone No. from 5 to 7).

RESIGNATIONS ACCEPTED

Purvey, Cyril R., 507 Victoria Road, Nanaimo, British Columbia.
Watts, I. R., 3382 Ormond Rd., Cleveland 18, Ohio.

MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, May 15, 1954	824
NEW MEMBERS, June 15, 1954	26
RESIGNATIONS ACCEPTED, June 15, 1954	2
	<hr/>
	2
TOTAL MEMBERSHIP, June 15, 1954	848

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