

BNA TOPICS

Vol. 2, No. 5

May 1945

Issue 14

This issue:

Pollock

Garrett

Meyerson

Barracough

Official Publication of the
British North America Philatelic Society

FLASH!!

Just as BNA Topics goes to press the important decision was made to have a

Second Printing

of

The Holmes Handbook and Catalogue of Canada and B. N. A.

The first printing was sold out a few days after publication and the demand since has been very heavy. This second printing will have to be small due to paper shortage. Orders will be filled in order of receipt.

Price will be \$5.25 net, postpaid. Add 15c to checks.

Some of last month's offers are still available. Please look it up now as it contained many unusual offers. This month a few

NEWFOUNDLAND

All Unused — Very Fine to Superb — Blocks of 4

11a Blk of 8	\$50.00
12a	30.00
20	6.00
22	36.00
23	12.00
24 Off Center	20.00
27a	55.00

30	\$45.00
31	10.00
32	75.00
35	2.50
36	4.50
38	40.00

From here thru to date, have blocks of all
Singles O. G. all thru Newfoundland to date

Our current list of Canada and Newfoundland is free to serious collectors.

Write us today

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LONDON, 23, ONTARIO.

BNA TOPICS

Published monthly by and for members of the British North America Philatelic Society

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OFFICERS

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 Editor: J. Levine, 510 Liberty Ave., Brooklyn 7, N. Y.

Letters to the Editor

Reg. Barraclough, #33.

I want to deal with my article on Pioneer Airmails which appeared in the April Issue of **Topics**. On reading the article in print, I am under the impression that it could be implied by my remarks that the Post Office Dept. was paid a commission on the sale of Pioneer Airmail Stamps. This, of course, is incorrect. The stamps were available at all information wickets in the large cities and at the general delivery wickets in smaller places where there was any demand. The stamps were sold there by the Post Office Department Employees who received them from the Company issuing the stamps and turned over their receipts to these companies from the sale of stamps — any commission or arrangement made for the sale of the stamps was made with this employee and not with the Post Office Department.

C. G. Kemp, #85

How about a questionnaire to determine the various 'wants' of our Society. We have about 170 members and if all participate, an interesting 'Gallop Pole' would be forthcoming.

A perforated page in the back of **Topics** could be used for the questionnaire and would suggest an appeal to all member to write in and state what subjects would be suitable. Here are a few suggestions.

Do we need a specialized catalog as suggested by Mr. Bond?

How about the numbering of stamps: Scotts changed their numbering system a few years ago, much to the confusion and dismay of a lot of collectors who had all their stamps arranged and classified according to the old listing. 'Kenmores' numbering in their last catalog (1942) is still preferred by many.

At least all the definite shades, perforations and papers should be listed and separately priced, not only for the older issues, but the later ones: also all varieties that are constant and can be plated.

In the questionnaire, members could be canvassed as to what stamp, series or issue of stamps they would be willing to supply information concerning the various shades, papers, gums, etc.

This data could then be submitted to Scotts, to be incorporated in their catalog, or as a further suggestion The B. N. A. P. S. could sponsor their own specialized catalog. As for prices, Scotts catalog is certainly out of line, especially on the imperfs. I hope they revise some of their prices in the 1946 issue, not necessarily based on the fabulous auction prices paid in the last few months, but on a common sense basis predicated on the number available to collectors.

Pioneer Air Mails

Laurentide Air Service

by Reg Barraclough

This is the story of a Man With a Vision. The man was Thomas Hall. The Vision was that air transportation was the answer and still is, to Canada's limitless spaces and untold undeveloped wealth.

Thomas Hall, 'Tom' to his many friends, was born in Scotland in 1862. After completing his scholastic education at Liverpool College in Liverpool, he was apprenticed to Messrs. George Forrester & Company, Vauxhall Engine Works, Liverpool, as a draughtsman. After having been to sea as a Marine Engineer, and having served steamship companies in various capacities, he came to Canada in 1902 and started the Hall Engineering Company of Montreal. In 1921, imbued with the possibilities of air transportation and air travel, he organized the Laurentide Air Service with the assistance of three close friends, whose confidence in the aeroplane and its place in Canada's future was equal to his. They were Captain H. D. Wilshire, who became Managing Director of the newly incorporated company; Lt. Col. J. Scott Williams, director; and Captain A. E. Walford, Secretary of the company.

Mr. Hall and his associates purchased the flying equipment of the Laurentide Company Limited, Grand Mere, Quebec. This equipment, which consisted of two flying boats of the H. S. 2 L type and an operating base at Lac a La Fortune, had been used by the Laurentide Company, a large paper producer, for patrol and survey purposes. The operating base was maintained from the inception of the company to 1923, when the company opened a new operation base free of ice difficulties in the spring, at Three Rivers.

The operating equipment of the company increased rapidly as the demands for its services increased, and by the spring of 1923, was composed of a fleet of fourteen planes. This fleet was reduced in the winter of 1923-24 by the sale of eleven flying boats to the Ontario Government for aerial survey purposes, and the purchase of four semi-deluxe cabin planes for more comfort to passengers and crew.

From 1921 to 1923, the company operated on a contract flight basis only, making aerial surveys and such for many companies and Provisional and Federal Departments.

Being desirous of entering the transportation field, a careful survey of the possibilities was made and it appeared that such a service from the railways to the Quebec goldfields in the Rouyn district offered excellent opportunities. After consultation with the Canadian Pacific Railway Company, which had previously expressed interest in air transportation facilities, it was decided to establish operating headquarters, at Angliers, Quebec, which was the C. P. R. terminus in the district of Temiskaming; and to operate a scheduled service from this point to the goldfields. Operations commenced on May 1923 and were continued throughout the year without interruption.

Angliers as an operating headquarters, had its disadvantages. The town of Angliers is situated on Des Quinze River, close to the boundary dividing the Provinces of Ontario and Quebec. The immediate surrounding country, swept some years before with devastating forest fires, was bare and rugged. The water at Angliers was merely a flooded-over area strewn with logs and deadheads, and although landings were made here regularly, it was altogether unsuitable for a take-off, even with a light load. It was necessary therefore, to taxi out through the channel (barely wide enough to permit passage of a plane) to Lake Des Quinze. This as a rule took about fifteen minutes and could be done with comparative ease under normal weather conditions. With a strong west wind however, it was extremely difficult to handle a machine through this narrow passage, and upon reaching the lake, it was usually necessary to shut off the motor to allow it to cool before attempting a take-off.

The service was primarily designed for the transportation of passengers, baggage and freight to Quebec's new goldfields — Lake Fortune and Lake Rouyn, where indications were evident of potentially rich areas. It was not long however, before the regularity of the air service so impressed the mining men, that

the company was asked to take the delivery of Telegrams and Mail. In response to an almost universal demand on the part of the mining operators, representations were made to the Post Office Department at Ottawa for a regular mail service; but, while the advantages such a service offered to the mining district were fully recognized, some time elapsed before the Post Office agreed to such proposals.

In the meantime, the company was actually carrying about ninety percent of all first class mails. As this work was voluntary without charge, it was felt that it was not justified in continuing to accept responsibility of carrying mail without authority, where, in the event of loss, the company might be involved in heavy liabilities.

The various operators in the district added their influence to that of the company in representations to Ottawa for action. Finally permission was granted as shown in the following letter:

POST OFFICE DEPARTMENT, CANADA

Ottawa, August 9th, 1924

Laurentide Air Services Limited,
Montreal, Quebec.

Dear Sirs:

In reply to your request, the department is agreeable to your transporting such mail as is offered on which postage has been properly prepaid and which complies with the postal regulations in every way, under the following conditions.

- 1) 'By Air Mail' to be prominently written on the address side.
- 2) The special aerial sticker sold by your company or it's agents, representing a charge of twenty-five cents, to be placed on the reverse side, in payment of the special charge for transmission by the aerial service.
- 3) The sender to assume all risks.

We are prepared to instruct the postmasters at Halleybury, Angliers, and Rouyn to make up a special bag and turn it over to your company, it being understood that no expense whatever in connection with the special handling of this mail, is to be borne by the Department. All mail intended for transmission by the aerial service must first be deposited in the Post Office and the Postmaster will make up a special bag and hand it to your agent: such mail so conveyed must be deposited in the Post Office at the completion of the trip and will be distributed to the addresses through that office.

It is understood that your Company will look after the distribution and sale of the special aerial stamps to be charged for aerial conveyance and also that you will instruct those purchasing them that they must not be placed on the address side of the article intended for transportation by your service.

If you are agreeable to the above arrangement, we would be pleased to receive a letter from you at your convenience, in order that suitable instructions can be issued without delay.

Yours Truly,

(Signed) 'Arthur Webster' Secretary"

Accordingly, an emergency supply of air stamps was ordered to be printed. These were printed in green, rouletted at the side and issued in booklets of eight stamps in four panes of two stamps each.

This first emergency issue came out on August 30th and twenty six booklets of eight stamps each were supplied by the printer. This stamp is referred to by Sanabria as #303. The Rouletting on the side did not tend to convenient handling and the regular issue was mounted differently for convenience, in booklets of eight stamps, four panes of two stamps each, rouletted in vertical pairs, with the binding tab at the top instead of the side, as was the case in the emergency issue. In all, 300 booklets of eight stamps were received from the printers (Sanabria #304). Later in October, a new stamp, slightly changed by the addition of 'Canada' and '1924' was secured in a different color, namely — red..... part of which were made up in booklet form and part sheets of twenty stamps. In all something over 5,000 were received from the printers (Sanabria #305-306).

The inauguration of this service, which was continued without interruption until the close of the summer operations on November 15th, filled a real and vital need in the areas served.

A Vital need? This is a copy of a letter from Pilot Walford to Mr. Hall re-

porting just such a need.

Dear Mr. Hall:

As you requested, I am glad to give you a report of the flight on which we brought the injured chemist from Noranda Mines to Haileybury.

Pilot B. W. Broatch and I left Haileybury about eleven o'clock on July 15th. We called first at Angliers, picking up the mail and then proceeded to Noranda Mines, getting there about two-thirty. On arriving, we noticed the chemist's hut, which he was using as his laboratory, was smoking and appeared to have been almost destroyed by a fire.

We were informed that the chemist, while working at some assays, had apparently attempted to tighten up a lock-nut on a gravity line carrying gasoline from an overhead tank to his assay furnace. The strain on the lock-nut shredded the line and the gasoline flowed onto the red-hot furnace and of course caused an immediate explosion. The hut caught fire at once and the chemist, who had been blown through the door by the explosion, ran back into the hut to try to save his records. These records represented the results of all the development work on the property up to that date. He succeeded in throwing out of the windows various drawers containing his maps, assay reports and general data pertaining thereto. In the process he was badly burned around the head, arms and lower body. It took the doctor over an hour and a half to properly bandage him and prepare him for the trip out to a hospital.

While this was being done, we proceeded to the town and delivered our mail and picked up the return mail for the trip back.

As soon as the patient was ready for travel, we packed him in the front cockpit, wrapped his head and body to prevent cold and started home. The trip back took about seventy-five minutes. We delivered the injured man to the hospital at Haileybury before the effect of the dose of morphine given him by the camp doctor had fully worn off.

The alternative route out would have been overland to the head of the boat line which was some miles away, over a duck-board portage road, with a wait until morning for the boat. Then, a two-stage trip to Angliers, finishing up by an overland drive to Haileybury, a trip lasting at the very least, thirty-six hours.

The Noranda officials, as well as the patient himself, are most outspoken in their expressions of appreciation.

Sincerely,

(signed) A. E. Walford"
(now Major Gen. Walford)

On July 31st, 1924, the main operating base was moved from Angeliers, Quebec, to Haileybury, Ontario, for more efficiency of operation and better service to the traveling public. The added safety factor of additional room to handle the planes on the larger body of water at Haileybury quite justified the change but, in addition, the bulk of the transportation business was originating at Haileybury, not Angliers, mainly due to the railroad accommodation being far superior, both from a convenience as well as a comfort basis.

The very early Flight Covers are much more commonly used from Haileybury than from Angliers, and the value of the later postmark on Laurentide Air Service Covers is naturally greater.

Before the close of the Summer Season in 1924, the various operators were asked if they felt that a winter service would be justified.

An official of Noranda Mines wrote:

We most decidedly do believe in the utility of such a service. In this connection, there is one point that has seemingly been overlooked with regard to the benefits of an air service, and that is the effect a daily plane has on the morale of our camps. It has been difficult to keep men in the bush for any considerable period of time, especially during the summer months. This summer our labor turnover has been very light and we attribute the change to the feeling that the men have that home is only an hour away and can be reached at any time. The arrival of the plane with mail and the fact that a call from home can be answered at once certainly is of great assistance.

A large hangar was built at Larder Lake and it was planned to start the winter service by December 20th, from Rouyn to Larder Lake and Lake Fortune.

(Continued on Page 26)

Report of the Secretary

NEW MEMBERS

- 161 Boetter, Clem J., 17 N. State Street, Chicago 2, Ill.
 162 Brewer, Walter M., 1320 5th Avenue, San Diego, Cal.
 163 Deaville, A. Stanley, 109 Brighton Avenue, Ottawa, Ontario, Canada.
 164 Hedley, Richard P., 58 Old Colony Drive, Kenmore 17, N. Y.
 165 Herst, Herman, Jr., 116 Nassau Street, New York 7, N. Y.
 166 Leuf, Ralph R., 1415 Loudon Street, Philadelphia 41, Pa.
 167 Lussey, Harry W., 137 Voorhis Avenue, River Edge Manor, N. J.
 168 Richardson, Edward A., 637 Hudson Street, Ithaca, N. Y.
 169 de Vore, Weber, Ambler, Pa.

APPLICATIONS FOR MEMBERSHIP

- Baillet, Xavier, 335 Metcalfe Street, Ottawa, Ont., Canada (CDX) CAN—Blks, Rings, Numerals, Coils. By J. R. Barraclough, No. 33.
 Goodwin, Dr. James C., 516 Medical Arts Bldg., Toronto 5, Ont., Canada (C) B. N. A. Stampless (Canada). By V. G. Greene, No. 40.
 Johnston, S., 431 Tegler Bldg., Edmonton, Alta., Canada (C) Canada. By J. R. Barraclough, No. 33.
 Kelson, Aubrey, 157½ Bay St., Toronto, Ont., Canada (D) By V. G. Greene, No. 40.
 Mac Dowell, Norah J., 354 Cote St., Antoine Road, Westmount, Que., Canada (C) Canadian Airmails. By J. R. Barraclough, No. 33.
 Macklin, Walter, 1405 Peel St., Rm 215, Montreal, Que., Canada (C) By Chris H. Goulden, No. 25.
 Pendree, Reginald H., Kindersley, Sask., Canada (C) B. N. A. postage, postal stationery, revenues. Gt. Britain, Egypt, N. Zealand, Bermuda. By R. J. Duncan, No. 37.
 Holmes, Dr. L. Seale, Medical Arts Bldg., London, Ont., Canada (DC) B. N. A. By J. Levine, No. 1.
 Vincent, A. H., 5753 Deom Ave., Montreal, Que., Canada (D) B. N. A. By J. R. Barraclough, No. 33.
 Wolf, Frank E., 46 East 29th St., N. Y. 16, N. Y. (C) (CX) British America, mint and used. Literature. By J. Levine, No. 1.

CHANGE OF ADDRESS

- Rain, Reverend John S., 1181 East Maple Ave., Kankakee, Ill.
 Bamforth, William H., 266 Oxford St., San Francisco 12, Cal.
 Howe, Stewart S., Beekman Tower Hotel, 3 Mitchell Place, New York 22, N. Y.

ADDITIONS TO EXCHANGERS

- McCready, A. L., Cobden, Ont., Canada (CX) CAN—Ao, 19, CO, L.
 Brewer, Walter M., 1320 5th Ave., San Diego, Cal. (CX) CAN, NFD, PRE—A*o, R. CAN—AM, B, BK, C, CA, CO, PL, P, S.
 Cohen, Meyer A., 2246 Ocean Ave., Brooklyn 29, N. Y. (CX) CAN, NFD, PRE—A*
 Hedley, Richard P., 58 Old Colony Drive, Kenmore 17, N. Y. (CX) CAN, N. B., N. S., P. E. I.—A*o, B, CA, CO, L, PE. CAN—AMso, B, BK, C, P, S, V.

SALES DEPARTMENT NEWS

Arthur B. Moll, Sales Manager
 1240 72nd Street, Brooklyn 28, N. Y.

New material has been sent in by some of the members, including Newfoundland. The Revenue circuit is ready for distribution and contains some very select material—Proofs among other things. Avail yourself of this service by sending me a note requesting a circuit. Feel assured that your request will receive prompt attention.

Mount your duplicates on the regular sales sheets (1c each, on request) and send them to me. The cost to the affixer is very nominal. Material is always selling—material is always needed. There hasn't been a single unfavorable comment made by anyone who has received a circuit — rather have the expressions been very complimentary. The material is obviously very desirable and priced right.

Send in your duplicates — Request a Circuit

Canadian Postal Slogan Cancellations

Bw C. B. D. Garrett

I originally introduced my listings of these slogan cancellations with letter designations from each slogan for their identification. I felt that such a manner of listing would lend itself more readily for the inclusion of any new or additional slogans as they were reported. However, with this initial listing of the slogans for the letter 'C', I realized that this form and style of listing becomes confusing. Therefore, I am noting the 'C' and subsequent slogans with numeral designations for identification. The numbers used are not in consecutive order to allow for future inclusions.

- C 3 "Calgary Boy's Fair — Y.M.C.A. — April 4-7, 1923."
 3a "Calgary Boy's Fair — Y.M.C.A. — Apr 23-26, 1924."
- C 6 "Calgary Exhibition and Stampede July 11th to 16th" 1924-1931
 6a "Calgary Exhibition and Stampede July 11th to 16th" 1932, 1934 (the rare one)
 6b "Calgary Exhibition and Stampede July 5-10-1937" 1936-1944
- C 10 "Calgary Exhibition Calgary, Alberta" (not illus) 1915, 1919
- C 12 "Calgary Exhibition Jubilee and Stampede July 6th-11th-1925"
- C 13 "Calgary Industrial Exhibition Calgary, Alberta June 20-1914-July 4" 1913, 1914, 1916, 1917 (2 varieties)
- C 16 "Calgary Winter Carnival Feb 11th—16th Reduced Fares" 1924
- C 20 Canada "Flag #1" 1896, 1897 Montreal & Ottawa (some with A to F)
- C 21 Canada "Flag #2" 1896 Montreal.
- C 22 Canada "Flag #3" Dec. 7th, 1896 Montreal (also Toronto)
- C 23 Canada "Flag #4" 1897 Ottawa
- C 24 Canada "Flag #5" 1898-1901 Ottawa, Hamilton, Toronto & Montreal (letters A to F)
- C 25 Canada "Flag #6" 1897 Montreal.
- C 26 Canada "Flag #7" 1897 Montreal & Ottawa (variety No "1897")
- C 30 "Canada Pacific Exhibition Aug 28 Sept 4" 1935 Vancouver
- C 35 "Canada's Call is Safety For All" 1943 Winnipeg
- C 38 "Canada's Doors Are Open To All Tourists" 1940 Calgary, Edmonton, Ottawa, Regina, Saskatoon, Toronto, Vancouver, Victoria & Winnipeg.
 38a "Canada Doors Are Open To Tourists" 1940 Windsor
 38b Same as 38, 38a Bilingual 1940 Montreal & Quebec
- C 40 "Canada's Exposition Toronto Aug 26 to Sep 7" 1901 appears with letters A, B or C, each showing small differences.
 40a "Canada's Exposition Toronto Aug 26 to Sep 7" 1901 with letters D, E or F, each slightly different.
- C 51 "Canadian Forestry Exhibition Winnipeg" (not illus) 1913
- C 54 "Canadian Legion War Services Appeal Give Freely Now" 1940 Edmonton, Regina, Saskatoon & Vancouver.
- C 57 "Canadian National Exhibition Toronto Peace Year Aug 29-1914-Sep14"
- C 60 "Canadian National Exhibition Toronto (date appears on bottom, the year in the center)" 1912, 1913, 1915, 1916, 1917 (not illustrated)
 60a "Canadian Exhibition Toronto Aug 27, 1921-Sep.1" 1919, 1920, 1921
 60b "Canadian National Exhibition Toronto Aug25-1923-Sep8" 1922, 1923, 26, 29, 30
 60c as 60b but larger. Year at end of line. No dots or dashes. 1927-34 (not illus)
 60d. as 60c but no "To" between day dates. 1935-1938 (not illus)
- C 62 "Canadian National Philatelic Exhibition Toronto Aug 27 to Sep 1, 1937" (not illus)
- C 70 "Canadian Tennis Championship-July-3-10-Victoria-B.C." 1926
- C 73 "Canadian Track and Field Championships-Calgary-Aug 12 1922"
- C 75 "Cape Breton Island Exhibition Sydney Oct 3-6, 1916"
- C 77 "Cape Breton Summer Carnival August 1926"
- C 79 "Caring for Crippled Children Oshawa Ont. June 8th-9th" 1932
- C 83 "Carnival For Children's Playgrounds Sept 1st to 7th" 1925 Edmonton
- C 85 "Cartier Centenary Celebration Centenaire Cartier Montreal Sept 6-13, 1914"

CALGARY BOY'S FAIR
-Y.M.C.A.
APRIL 4-7-1923

C3

CALGARY
BOYS' FAIR
-Y.M.C.A.-
APR 23-26-1924

C3A

CALGARY
-EXHIBITION-
AND STAMPEDE
JULY 11TH TO 16TH

C6A

CALGARY
EXHIBITION
AND STAMPEDE
JULY 11TH TO 16TH

C6

CALGARY
EXHIBITION
AND
STAMPEDE
JULY-5-10-1937

C6B

CALGARY EXHIBITION
JUBILEE
AND
STAMPEDE
JULY 6TH-11TH 192

C12

CALGARY
INDUSTRIAL EXHIBITION
CALGARY, ALBERTA
JUNE 20-1914-JULY 4

C13

CALGARY
WINTER CARNIVAL
FEB 11TH 16TH
REDUCED FARES

C16

CANADA PACIFIC
EXHIBITION
Aug. 28-SEPT. 4

C30



C21



C20



C22



C23



C24



C25



C26

CANADA'S DOORS
ARE OPEN TO
TOURISTS

C38

CANADA'S CALL
— IS —
SAFETY FOR ALL

C35

CANADA'S DOORS
ARE OPEN
TO TOURISTS.

C38A

CANADA'S
GREAT EASTERN
EXHIBITION
SHERBROOK QUE
AUG 25 SEPT 1 1917.

C45

CANADA'S DOORS ARE
OPEN TO TOURISTS
LE CANADA OUVRESSES
PORTES AUX ? ? ISTES

C38B



C40



C40A

CANADIAN LEGION
WAR
SERVICES
GIVE FREELY NOW
APPEAL

C54

CANADIAN CORPS
REUNION
TORONTO ONT
JULY-30-31- AUG 1.

C48A

CANADIAN NATIONAL
EXHIBITION
TORONTO
PEACE YEAR
AUG 29-1914-SEP 14.

C57

CANADIAN NATIONAL
EXHIBITION
-TORONTO-
AUG 27, 1914, SEP 1

C60A

CANADIAN NATIONAL
EXHIBITION
-TORONTO-
AUG 25-1923-SEP 8

C60B

CANADIAN TENNIS
CHAMPIONSHIP
— JULY-3-10 —
-VICTORIA-BC.-

C70

CANADIAN TRACK AND
FIELD CHAMPIONSHIPS
-CALGARY-
AUG 12-1922

C73

CAPE BRETON ISLAND
EXHIBITION
SYDNEY
OCT 3-6, 1916.

C75

CAPE BRETON
-SUMMER-
CARNIVAL
AUGUST 1926

C77

CARING FOR
CRIPPLED CHILDREN
OSHAWA ONT.
JUNE 8TH - 9TH

C79

CARNIVAL
-FOR-
CHILDREN'S
PLAYGROUNDS
SEPT 1ST TO 7TH

C83

CARTIER CENTENARY
CELEBRATION
CENTENAIRE CARTIER
MONTREAL
SEPT 6-13-1914

C85

DID YOU KNOW:

That the perf 12½ of the 3c small Queen is not known in the Rose shade, but that all known copies of this stamp are Indian Red. (N. Bond)

That the possibility of the same perf variety existing in the 1c Orange shade is based on the fact that the 1c and 3c were printed at the same time, although the 1c did not appear until later, after the large 1c was used up.

That there are four different kinds of booklets of the 3c Red 1943, with panes of four. There is the original one with the leaf reading 'only 6c more for air mail etc'; second, there is the one which shows the old rate barred out and the new rate printed below; third, there is the one which does not have this leaf which shows the reading matter; fourth, there is the one with this leaf showing the new 7c rate quoted in the correct manner. I came across an unopened package of booklets in a small Post Office, just as it was received from the Government, and these showed no leaf on which the rates appeared.

(C. B. D. Garrett)

That you can add to our listings of Newfoundland Revenues this new variety which is reported by Member Raymond R. Smith, of Fort Wayne, Indiana. He has a copy of the King George V issue which is perforated 10¼ and measures 21¼ x 28¼mm.

That our Member Robert Ruppín, who conducts his stamp business as the Robert Fulton Stamp Co., will now do his selling from 1005 Chestnut Street, Philadelphia 7, Pa.

That a list of Excise Tax Stamps available has been issued from the Collector of Customs-Excise, 174 Wellington Street, Ottawa, Ontario. This list includes some overprints on the 2 Leaf, 3 Leaf and King George V, Head: Series of 1915; Series of 1922, 2 Leaf; Series of 1935. Also booklets, rolls and imperforates.

That one of our members recently brought a 'lot' of stamps and it contained a 'rarity' which was not even considered in the evaluation of the lot. The full story will appear in a future issue of the **Topics**.

2 Ring Numerals

On Cover

1868 Issue

My favorites..I will buy or exchange — AT YOUR PRICE!! All you can spare on covers showing 2 Ring Numeral and Town Cancellation on face

Clear Markings — Clear Appearance

With following numerals:

- 4, 8, 9, 10, 14, 15, 16, 17, 19, 20, 21, 22,
- 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33,
- 34, 35, 36, 37, 38, 39, 40, 41, 42, 44, 45,
- 46, 47, 48, 50, 51, 52, 55, 56, 59.

J. REG. BARRACLOUGH

P. O. Box 115, Place D'Armes,
Montreal, Que.



Canada

Jacques Cartier

WIDE GUTTER

IN BLOCK OF EIGHT

We Have Four Blocks 2 x 4

PRICE \$22.50

Less 10% U. S. A. Funds

Century Stamp Co.

1253 McGill College Avenue
Montreal, Quebec

Est 1900



Newfoundland Metered Mail

By Dan Meyerson

It is amazing how little the average collector of Newfoundland knows about Metered Mail from that country. In fact I daresay that many Newfoundland collectors are unaware that metered mails are used there. For most of the following information we are indebted to Mr. Werner Simon, who very graciously supplied the check list which appears at the end of this article. Boggs in his book has a chapter dealing with Metered Mail and some of that information is incorporated into this article.

There are two different meter models in use in Newfoundland, namely the Midget and the Neopost, made by two different meter manufacturers both of British origin. The first use of Metered Mail was early in 1930 when a Midget machine was put in use by a St. Johns firm. These machines as near as can be determined are three denomination machines. The explanation for the four values from Midget machine #6 is that in all probability the 3c value die was replaced by the 4c value die because of a change in postal rates, so at no time did the machine ever print more than three values at a time. To date there have been only three Midget machines identified from Newfoundland.

About 1933 a Neopost machine with limited value dies was also put into operation at St. Johns, and the earliest use of the Neopost machine that I have record of is a cover from Neopost machine #18, dated April 10, 1933. There are twenty recorded machines of the Neopost design and they come in two types, those with a frame line around the design and those without the frame line. The machine with the frame line around the design operates with separate dies of value for each denomination, whereas the machines without the frame line have an opening for the figure of value which is mounted on a rotary segment. By a lever the desired denomination is brought into position for printing through the opening of the frame die. The impression is always in red and it is noted that the machines used outside of St. Johns have no townmark but bear a regular cancellation.

The cuts below will illustrate graphically the difference between the Midget and the Neopost machines. The Neopost Meter, an example of the type without a frame line around the design, bears a Corner Brook cancellation and reference to the list below will show that it was used by the International Power & Paper Co. with offices at Corner Brook. The Midget Meter was used by the Avalon Telephone Co. from St. Johns and for that reason bears no regular cancellation.

I trust that the following check list will stimulate interest in this phase of collecting and that any of our readers who can add to the list will please drop me a note so that the information can be passed along to the rest of our members who may be interested.

Midget:

- No.
1 Avalon Telephone Co.—1, 2, 3,
5 Imperial Tobacco Co.—1, 2, 3
6 Bowring Brothers—1, 2, 3, 4

Neopost:

- 2 Newfoundland Light & Power Co.
—2
4 Harvey & Co., Ltd.—2, 3
7 James Baird Ltd.—1, 2, 3, 5, 10, 20
8 Colonial Cordage Co.—2, 3
9 Job's Store Ltd.—2, 3, 4, 5, 6, 10
11 G. Browning & Son Ltd.—2, 3, 5
12 ? ? ?—2
13 Geo. Neal Ltd.—2, 3
14 St. Johns Municipal Council—1, 2,
3
15 Newfoundland Railway—1, 2, 4, 5
16 Newfoundland Timber etc. Co.—4
17 Great Eastern Oil Co.—2
18 T. & M. Winter—2, 3, 4, 5, 10
19 Royal Stores Ltd.—2, 3, 4, 5, 20



MIDGET



NEOPOST

- 20 Intern'l Power & Paper Co.—2, 3,
4, 5, 7, 20
21 Harvey & Co., Ltd.—2, 3, 4, 5
22 Steers Ltd.—1, 2, 3, 4, 5, 10
23 Harvey & Co., Ltd.—2
24 Royal Stores Ltd.—1, 2, 3, 4, 5, 10
25 Bowaters Neld. Pulp & Paper Mills,
Ltd.—4, 5

The 50-Cent Black of 1912

By F. Walter Pollock

The human eye is most fallible, and no better proof is needed than the misconceptions that have been perpetuated in print, concerning the shades of the 50-cent black of 1912.

The fault of even the most perfect eye is that the facts which it observes and transmits to the intelligence are based upon relative observances, rather than absolute—in other words, it can not analyze a given color apart from the surroundings which influence it.

Thus, for example, the grey-black shade of this stamp is generally credited with having appeared before the jet black. As a matter of fact, the paper used for the Edwardian issues was a shade of off-white, not being completely bleached, and as the eye tends to blend or mix various colors in juxtaposition, the black of the earliest Georgian printing, on Edwardian paper, is slightly modified in appearance by its background.

When, a year or two later, a more thoroughly bleached paper, intense in its whiteness, was introduced, the black was sharpened and deepened by contrast, and so developed the mistaken impression that grey-black preceded jet-black.

The scarcity of the jet-black comes about because, by this time, the plates had begun to wear, thus resulting in shallower recessed lines and a correspondingly thinner deposit of ink, through which the whiteness of the paper would more readily permeate, and so again we stumble over the imperfection of the eye in being unable to segregate individual impressions or influences.

Black, of course, is not a color; it is the complete absence of all color, and in speaking of the color black, we do so only as a convenience. But there must also be taken into consideration, the special physical qualities of black pigment, as contrasted with pigments of true color. The writer is not informed as to the quantitative formula of the ink used for the printing of this or other stamps of this series, but no doubt a certain analogy can be drawn from facts concerning the composition of colors used in other fields. Thus, colored oil paints will run from 45% to 55% pigment, more or less, with a corresponding volume of vehicle—in general and roughly speaking, pigment and vehicle will be nearly equal. Not so with carbon black, where the pigment will run about 6%, and the vehicle 94%.

Carried over to the field of stamp printing, it will be seen that the quantity of pigmentation in black ink is decidedly small; that the pigment is thus spread more thinly; and that any slight reduction in proportion of pigmentation will show to much greater effect than, say, a reduction from 50% to 45% in the pigmentation of some spectrum color.

Bearing these points in mind, it can be readily understood that the eye will record many variations which do not exist in the absolute sense. A slight change in the proportion of pigmentation, either in the preparation of the ink, or through failure to keep the ink thoroughly mixed; minute variations in the depth of the ink deposit as the result of plate wear; graduations in paper, both as to the extent of the bleaching and as to relative porosity—all these will affect the judgement of the eye, whereas there is really no change in pigmentation, because carbon black is true black, completely devoid of coloration.

The grey-black and grey-brown shades, of course, again demonstrate the defects of the eye, and perhaps also the observer's lack of information, for grey is no more than the mixture of white with black, and thus the grey shades merely prove that the impression of "black" has been modified by the white foundation or surroundings.

In judging this stamp, it must further be remembered that it was in production during and after the first World War, in the beginning imported dyes were used, Germany having to that time supplied the world in that respect. The war obliged Canada to prepare its own dyes and inks, or to obtain them from the U.S.A., which likewise had just been thrown upon its own resources in this field. Imperfections were, of course, unavoidable, and certain printings, for instance, clearly show the lack of enough drier, so that the oily vehicle spread and, carrying the pigment with it, thinned the latter to such an extent that one can almost see the particles of pigment in groups, rather than as a solid mass, too

close together to be separated except under the microscope. This, obviously, would give rise to the impression of a greyish shade. The black-brown and grey-brown shades of later years are most likely the result of some imperfection; brown would indicate the presence of some slight influencing touch of red, and would be most reasonably accounted for by the oxidization of some element present in the vehicle; not of the carbon pigment, as the two oxides of carbon are both colorless.

(Continued from Page 18)

connecting up with the regular schedule from Rouyn to Three Rivers. This service actually got started on January 12th, 1925, with H. L. LePot as pilot of the first flight. On January 21st, 1925, the first flight in to Larder Lake from Rouyn was made with W. Wilshire as the pilot in charge.

Plans were made for a Trans-Canada Flight from Montreal to Vancouver, but due to difficulties over which the company had no control, this flight was abandoned and the mail returned to the senders.

By March 1925 difficulties were multiplying so fast that the company was forced to cease operations towards the end of the year. The fact that it had proved the need of an Air Mail Service and established the financial possibilities for such a venture, led to Government competition in aerial survey and mapping work, and Private competition in the transportation field whose experimental work was made unnecessary by the pioneering efforts of Laurentide Air Service and its brave, adventurous and farsighted personnel.

The author is indebted for the major portion of this information to the family of that Pioneer of Commercial Aviation in Canada — the Late Thomas Hall. He was fittingly referred to by Who's Who in Canada as the 'Father of Canadian Commercial Aviation.' He might be called just as truthfully the 'Father of Canadian Airmail Services.'

The mail must go through — and this was true of the letters which bore Canada's First Air Mail Stamps back in September 1924 — Sanabria's #303.

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