

PRESIDENT'S MESSAGE

During the last six weeks we have not once succeeded in getting all of the eight Directors together; but they have kept pretty well in touch with each other and each Director has attended to his own special duties, so that the August Directors' meeting will show evidence of much good work done.

The services of the Society continue to be fairly well made use of, but once in a while we hear of some member whose own inertia prevents him from seeing what is offered to him for his membership fee. The library, the sales department, the bulletin and the services of the counterfeit detector are giving good service which improves as the Society grows.

The Directors of the Canadian Philatelic Society aims to develop the society after the pattern of the larger national societies who have a very definite purpose in keeping philately on a high plane. There is going to be plenty of action during the next few weeks and the members will be interested when informed about the proceedings which may have a great effect on dignity and standing of stamp collecting in Canada. The next bulletin will be more explicit.

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PROPOSALS FOR MEMBERSHIP

Mr. Howard Clarkson, 56A High St., Whitstable, Kent, England.

(Mr. Clarkson is with Messrs. G.P.D. Vessey Auction Co.)

Mr. E. K. Allen, 150 South Street, Halifax, N.S.

Mr. E.D.T. Francis, Crawford Bay, Kootenay Lake, B.C.

Mr. David Abeles, P.O. Box 68, Kingston, Ont.

Mr. Milton I. Beeshy, Ridgeway, Ont.

Mr. Albert B. McNeill 1141 Hampshire Rd., Victoria, B.C.

Mr. R. Nairne, 642 Battery St. Victoria, B.C.

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THE ROYAL VISIT STAMPS

Of course, you will know by now that the bicolored stamps have two plate numbers, one for the plate which prints the frame work and the other for the centre. The numbers are in their respective colours. In the one cent the frame numbers one to five inclusive and the centres one to four inclusive. This gives twenty possible combinations all of which have been reported except 4-4, 5-5 and 5-4. If you really want to go to town on plate numbers just remember all of the above should come in four different positions.

The 3¢ also has the same possible number combinations, the latest numbers reported to ye Editor being 5-2 and 5-4. It is easier to obtain the 3¢ combinations from obliging postal clerks, as most firms order the 1's in full sheets and they do not have the over-counter sale that they do of 3¢ stamps. Then you come to the financial problem of 80 blocks @ 12¢ each. If you think you will ever want them my tip is to get them now.

The 2¢ is for those who want their plate number collecting in small doses. The P.O. only planned four combinations, and of course the four positions, but it is reported officially that plate No. 2 became damaged and has been replaced with No. 3. No one has reported any plate #3 combinations as yet. While not official it would look like six possible combinations of the 2¢ stamp. You certainly can't go wrong in putting aside all the different combinations of the 2¢ stamp, that your purse can stand and you will visit many a P.M. before you can say that you have them complete.

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THE ROYAL TRAIN CANCELLATIONS.

The Official Notice of the Royal Train P.O. stated that all mail to obtain the Royal Train Cancellation must be in Ottawa on May 12th. It was the intention of the P.O. Dept. to cancel all philatelic mail as of May 15th, this being a joint first day cover with a Royal Train cancellation. P.O. officials were careful, however, not to guarantee that they would be able to handle all mail in this way as the crew of the P.O. car were only three in number and their working space was limited.

It was not intended that Philatelic mail should be handled on the Royal Train once the first day covers were out of the way. The Postal Crew got a real break when they had to wait 2 days in Quebec for the Royal Party. The P.O. car was part of the pilot train which preceded the Royal Train by a few minutes during the entire tour.

It was rumored that the Royal Train cancellations were to be in purple ink but this did not come true except to a very few collectors. From examination of a cover which came through in purple ink I would say that the ink was troublesome to handle as the cover was very near to being mussed up. I will tell you more of this cover later.

As before mentioned it was not intended that the Royal Train P.O. should handle Philatelic mail en route. A few lines of press dispatch was the undoing of the plans of the department. This dispatch said there would be a senior P.O. official, a Mr. Ross, and two assistants on the train and that they would function as a travelling Post Office for the use of all those who were on board the two trains. This meant that the Government officials, the Press representatives and the R.C.M.P. could get and send mail the same as the Royal Party. The Official Notice said that registration facilities would be provided at the usual registration charge. A collector friend in Hamilton

got his thirteen cents postage affixed but none of his group of 10 covers received the registration cancellation. On the other hand another collector had his covers returned with the machine cancellation in French in purple. The cover which the writer had the pleasure of examining was number 28, the registration cancellation being the usual block hand cancel in purple and the name of the post office was "Royal Train Post Office Canada". One would suppose that most of the official mail was sent out registered as a philatelic cover enclosed to the Royal Train P.M. to catch the train at Sherbrooke came to hand as number 3028. This would show that there were on an average more than 100 registrations per day during the Royal Tour. No.3028 was machine cancelled in French in black dated June 12th. The Registration cancellation was in purple. This cover is back stamped with the Royal Train hand cancellation in French and is also stamped Quebec, June 12th. Other back stamps are Mont. S.Falls & Tor. R.P.O. and Toronto and Hamilton.

Surely everyone has seen the Royal Train cancellations, both the machine type and the hand cancellation, in both French and English. It is the writer's guess that the hand cancellation in French will turn out to be the scarcest of the four.

It is said that well on to 200,000 pieces of mail were given First Day Royal Train cancellation, but when one divides this into the four cancellations that is not too many covers to divide amongst collectors of Canadian stamps. Covers with the three stamps were priced at 4 shillings in England right off the bat and we understand sold readily at this figure. While Canadian dealers sold at $\frac{1}{2}$ of this figure their stocks are getting low and every collector of Canadian stamps should get his set at once at best.

Collectors who attempted to get Royal Train Cancellations en route by sending letters to Postmasters to be put on the train were in most cases disappointed as most Postmasters chose to return the covers rather than try to carry out collector's wishes. On May 30th however an official bulletin advised Postmasters that it was permissible to accept mail for cancellation on the Royal Train and furtherance by ordinary route, either rail or airmail, etc. depending on Postage put on by sender. Collectors however who forwarded their covers to the Royal Train P.M. or to any one of the staff of the train received different dates as the tour progressed. Below is a check list compiled by a Kitchener and a Hamilton collector. Additions to same may be forwarded to the Editor.

May 15th M.F. M.F. H.F. H.F. In addition to Cancellations on Royal Train, any

May 15th	M.E.:	M.F.:	H.E.:	H.F.:	In addition to Cancellations on Royal Train, any letters postmarked on the date of the Royal Visit to any city are desirable souvenirs, as it was a business holiday unless the Royal Visit occurred in the late afternoon or evening. Some collectors by various means obtained the "Royal Yacht" cancellations on the date of embarkations at Southampton and Halifax. There were two Newfoundland cancellations, the rarer being the Royal Landing cancellation at Holyrood; the other being the St. John's cancellation. The Postage Meter Co. also had a commemorative slug available for their customers who wished to use same. We will try to obtain a check list of the firms which used it. A crown was the central portion of the design with the letters "G.R." to the left and "E.R." to the right. Above all was the words "Royal Visit to Canada" on a scroll surrounded by maple leaves.
May 16th	M.E.				
May 17th					
May 18th					
May 19th			H.E.		
May 20th					
May 21st					
May 22nd			H.E.		
May 23rd					
May 24th	M.E.				
May 25th					
May 26th					
May 27th	M.E.				
May 28th	M.E.				
May 29th	M.E.				
May 30th			H.E.		
May 31st	M.E.				
June 1st	M.E.				
June 2nd					
June 3rd	M.E.				
June 4th	M.E.				
June 5th			H.E.		
June 6th	M.E.	10 a.m. & 10 p.m.			
June 7th	M.E.		H.E.		
		10 a.m. 1 p.m. 4 p.m.			
On the 6th covers were put on train at Toronto, Kitchener & Windsor. On the 7th covers were put on train at London, Woodstock, Brantford, Hamilton and Niagara Falls.					
June 8th	Mach. & Hand	U.S.A.	types.		
June 9th	Machine	U.S.A.	type		
June 10th	"	"	"		
June 11th	"	"	"		
June 12th		M.F.		H.F.	
June 13th	M.E.				
June 14th					
June 15th	M.E.		H.E.		

MINT CANADIAN STAMPS

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