Royale*2008*Royal

Palmares

Quebec

May 17, 2008

Produced by Sam Chiu

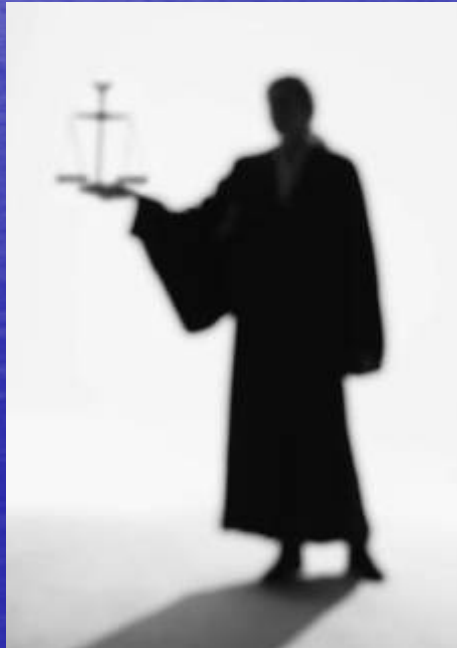# Those who contributed to making this a reality
Un grand merci à tous ceux qui ont contribué à cette réalisation

- **Jacques Poitras**
- **Father Jean-Claude Lafleur**
- David Piercey
- Alan Hanks
- Jean Pierre Forest
- Francois Brisse

Judged by national level rules
with 5 level of Awards
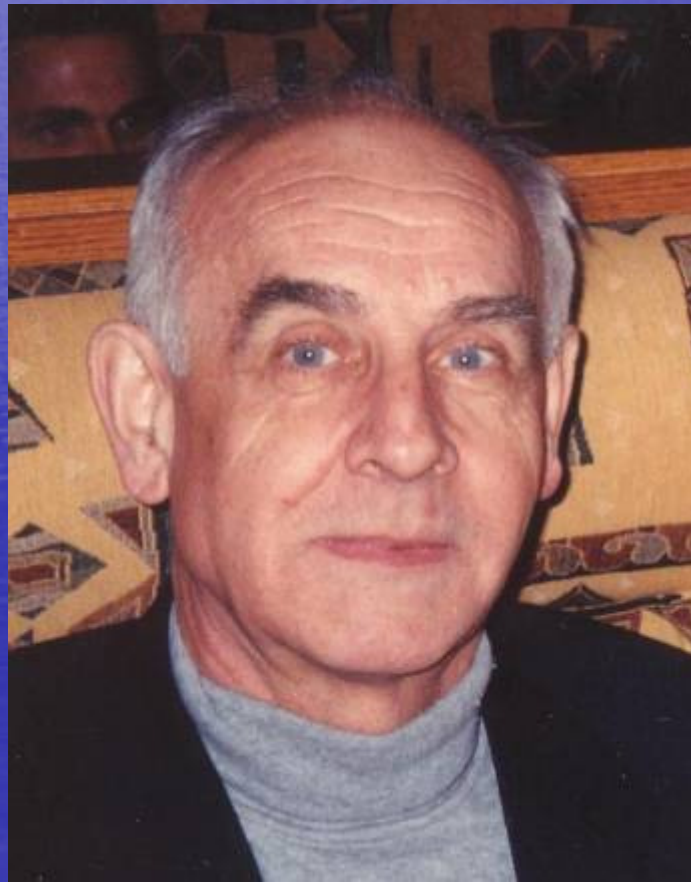Jugé selon les règles nationales avec 5
niveaux de médailles

Francois Brisse
Beaconsfield, QC, apprentice
RPSC Director, Fellow RPSC

Sam Chiu

Toronto, ON, head of jury
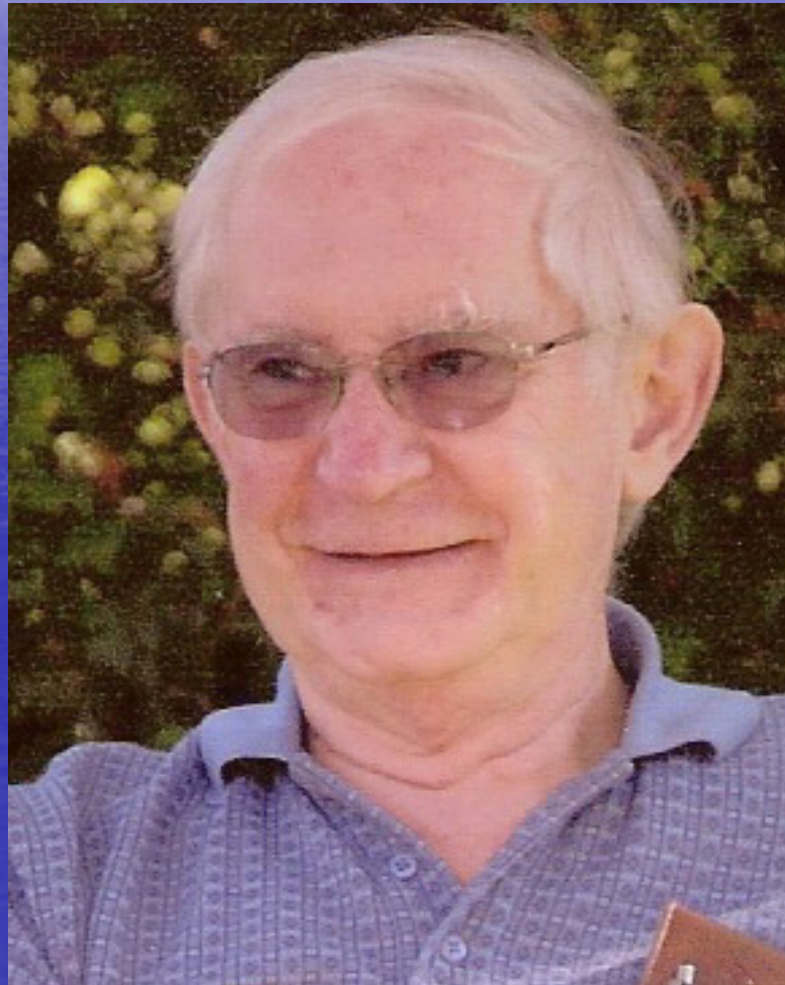
FIP accredited Jury

Father Jean-Claude Lafleur
St. Augustine, QC
FIP accredited Jury

Kenneth Magee
Clinton, ON
RPSC director, Fellow RPSC

Jean-Claude Michaud
Halifax, NS

David Piercey
Edmonton, AB
RPSC Director, RPSC Judging Chairman

James Pullin
Winter Park, Florida,
APS reciprocal judge

Jean-Jacques Tillard
St. Pierre et Miquelon, apprentice

The panel of Judges

- Francois Brisse
- Sam Chiu
- Father Jean-Claude Lafleur
- Ken Magee
- Jean-Claude Michaud
- David Piercey
- James Pullin
- Jean-Jacques Tillard

The Awards
Médailles et prix

Youth Silver-Bronze Medal Awards
Jeunesse, Médailles de bronze argenté

Présenté par Jean-Jacques Tillard

Alex Lussier

- Les bateaux

Les bateaux

PLAN

1. Les explorateurs

   - 1.1 Jean Cabot
   - 1.2 Jacques Cartier
   - 1.3 Samuel de Champlain
   - 1.4 Sir Martin Frobisher
   - 1.5 James Cook Vancouver

2. Le transport

   - 2.1 Les bateaux pour le transport des marchandises
   - 2.2 Les bateaux pour le transport de passagers
   - 2.3 Le courrier
   - 2.4 Les brises glaces

3. Le développement économique

   - 3.1 La chasse et pêche
   - 3.2 La construction navale

4. Exploits et loisirs

   - 4.1 Les bateaux de course
   - 4.2 Les embarcations sportives

5. Les bateaux de guerre

Marie-Lou Boyle

- Mon cheval et ses amis

Mon cheval et ses amis

Plan

Gabrielle Lussier

- Historique des jeux olympiques

Historique des Jeux Olympiques

PLAN

1. Jeux d'été

1.1	Melbourne 1956	1.5	Munich 1972
1.2	Rome 1960 1976	1.6	Montréal
1.3	Tokyo 1964	1.7	Moscou 1980
1.4	Mexico 1968 2004	1.8	Athènes

2. Jeux d'hiver

2.1	Squaw Valley 1960	2.4	Sapporo 1972
2.2	Innsbruck 1964, 1980	2.5	Lake Placid
2.3	Grenoble 1968		

Youth Silver Medal Awards
Jeunesse, Médailles d'argent

Louis-Philippe Boulanger

- Les trains

Les trains

Le train est une invention qui sert beaucoup dans le monde, que ce soit pour le transport de passagers au transport de marchandises, le train reste un moyen de transport assez rapide. Voici une nomenclature des différentes sortes d'engin qui ont fait l'histoire du train au fil des années.

PLAN

1. Les trains à haute pression

 1.1 Les trains de George Stephenson
 1.2 Les trains de Richard Trevithick
 1.3 Les trains de MatthewMurray

2. Les trains au charbon

 2.1 Les trains de la Baldwin Locomotive Works
 2.2 Les trains de Richard Eaton

3. Les trains avec écran postal

4. Les trains électriques

5. Les trains à haute vitesse

Philippe Talarico

- La musique par les instruments

La musique par les instruments

PLAN

Cette collection de timbres vous fera découvrir le merveilleux monde de la musique du début du XIVe siècle jusqu'à la fin du XXe siècle. Les instruments sont classés selon leurs types : instruments à corde, à vent et les percussions. J'espère que vous saurez apprécier ma présentation sur les instruments de musique.

1. Les instruments à cordes
   1.1 Cordes pincées
       1.1.1 La mandoline
       1.1.2 La cithare
       1.1.3 La mandore
       1.1.4 La lyre
       1.1.5 La harpe

   1.2 Cordes frottées
       1.2.1 Le violon

   1.3 Cordes frappées
       1.3.1 Le piano

2. Les instruments à vent
   2.1 L'orgue

   2.2 Les bois
       2.2.1 La cornemuse
       2.2.2 La flûte

   2.3 Les cuivres
       2.3.1 La trompette
       2.3.2 Le cor

3. Les percussions
   3.1 Le tambour

   3.2 La calebasse

Certificate of Participation
Certificat de participation

- None - Aucun

Bronze Medal Awards
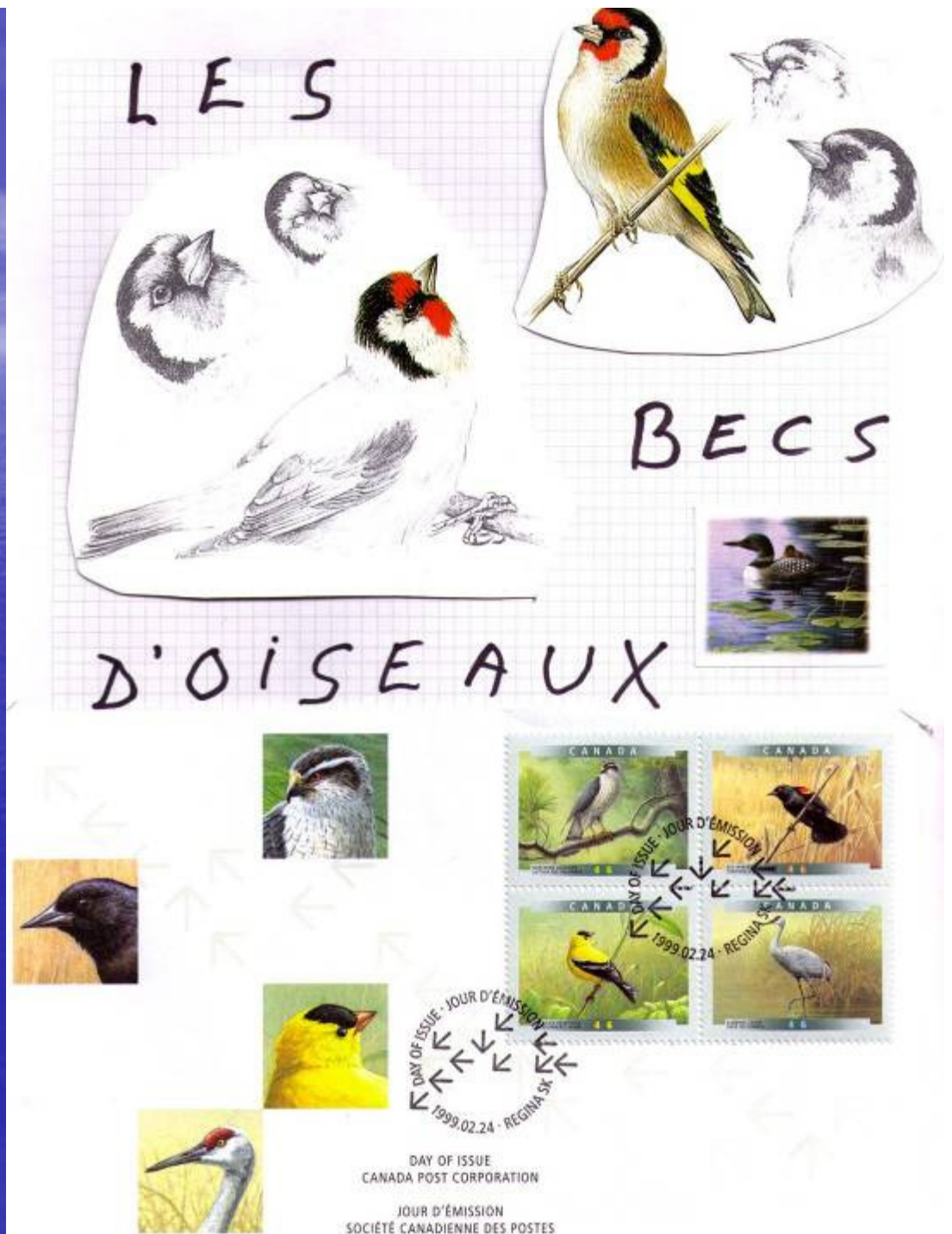# Médailles de bronze

Yolande Blanchard

- Les cirque

LE CIRQUE

Maureen Duplain

- Becs d'oiseaux

Gilles McNeil

- Le Golf

Le Golf

Gaëtan Lapierre

- Les styles de pieces Déchecs

LES STYLES DE PIECES D'ECHECS

L'objectif de cette présentation est de vous exposer une sélection de style de pièces d'échecs qui sont illustrés sur des timbres d'échecs.

Huguette Marcoux

- Le Cheval et La Poste

LE CHEVAL ET LA POSTE

Les sabots des chevaux ont foulé les routes dans toutes les conditions pour porter le courrier des princes et des gens du peuple, les déclarations de guerre et les déclarations d'amour, les mauvaises et les bonnes nouvelles. Le cheval, seul avec son cavalier ou attelé à des voitures avec d'autres chevaux, a servi pendant des siècles à travers le monde.

Illustrant plusieurs timbres dans la plupart des pays, le cheval me permet de re-visiter ou de découvrir des éléments de l'histoire de la poste:

1. LA CONFÉRENCE DE PARIS-1863
2. LA NAISSANCE DE L'UNION POSTALE UNIVERSELLE (UPU)-1874
3. LES CENT ANS L'UPU-1974
4. LES CONGRÈS DE L'UPU
5. LES UNIONS RESTREINTES
6. LES EXPOSITIONS PHILATÉLIQUES INTERNATIONALES
7. L' EXPOSITION INTERNATIONALE DE L'AN 2000
8. LA NAISSANCE DU TIMBRE-POSTE ET DE LA PHILATÉLIE
9. LA JOURNÉE DU TIMBRE
10. LA PHILATÉLIE JEUNESSE
11. DES ANNIVERSAIRES À SOULIGNER
12. DES ANNIVERSAIRES À SOULIGNER AU CANADA ET AUX ÉTATS-UNIS
13. DES MOYENS DE TRANSPORT DU COURRIER: COURRIERS À CHEVAL
14. MOYENS DE TRANSPORT DU COURRIER: CALÈCHES ET DILIGENCES
15. LE PASSAGE VERS D'AUTRES MOYENS DE TRANSPORT

Silver-Bronze Medal Awards
Médailles de bronze argenté

Gord Mallet

- Birdboy & Birdgirl in Japan

Birdboy & Birdgirl in Japan

Courageous aviators of the sky Mr Smith and Miss Stinson shaking hands

Art Smith was initially labeled *the smash-up kid* by the press. He no doubt preferred the name given to him by his fans - *birdboy*. Katherine Stinson was often called *the flying schoolgirl* or *Queen of the Sky* but many admirers knew her by another name - *birdgirl*.

At the point the United States entered World War I they were the country's most famous and sought-after exhibition flyers. A highlight of each of their careers was performing aerobatics in the Orient.

Pierre Dorval

- Les Timbres de Taxe D'Accises

LES TIMBRES DE TAXE D'ACCISES

Une taxe d'accises sur les allumettes manufacturées et importées au Canada à été imposée pour la première fois en 1918, lorsqu'une taxe de 1¢ pour chaque 100 allumettes ou fraction de cette quantité fut instaurée sur amendement du "Special War Revenue Act" de 1915. Cet amendement requérait des manufacturiers ou importateurs d'apposer sur chaque pochette un adhésif ou autre timbre pour la valeur de la taxe imposée. Les tarifs furent établis en 1922 pour une échelle de taxe sur les allumettes en petits emballages. La taxe d'accises sur les allumettes a été tel que listé ci-bas.

En force le 24 mai 1922

Chaque 100 ou fraction	1¢	
excepté 30 - 60 par paquet	½¢	No.FX2
moins de 30 par paquet	¼¢	No.FX1

En force le 1er juillet 1927

Chaque 100 ou fraction	3/4¢	No.FX31, FX100
excepté 30 - 60 par paquet	3/8¢	No.FX24
moins de 30 par paquet	3/16¢	No.FX21, FX35

En force le 22 mars 1933

Chaque 100 ou fraction	3/4¢ No.FX37
excepté 31 - 60 par paquet	3/8¢
excepté 21 - 30 par paquet	3/16¢
moins de 21 par paquet	3/20¢

En force le 5 juin 1939

Chaque 100 ou fraction	3/4¢	
excepté 31 - 50 par paquet	3/8¢	voir note*
excepté 26 - 30 par paquet	9/40¢	voir note*
excepté 21 - 25 par paquet	3/16¢	
moins de 21 par paquet	3/20¢	

Note* 3/8¢ pour un paquet de 50 allumettes fut en force le 3 juillet et s'appliqua en premier lieu aux paquets de 26 à 50. Cependant, en force le 5 juin 1939, le tarif de 9/40¢ fut établi pour les paquets de 26 - 30.
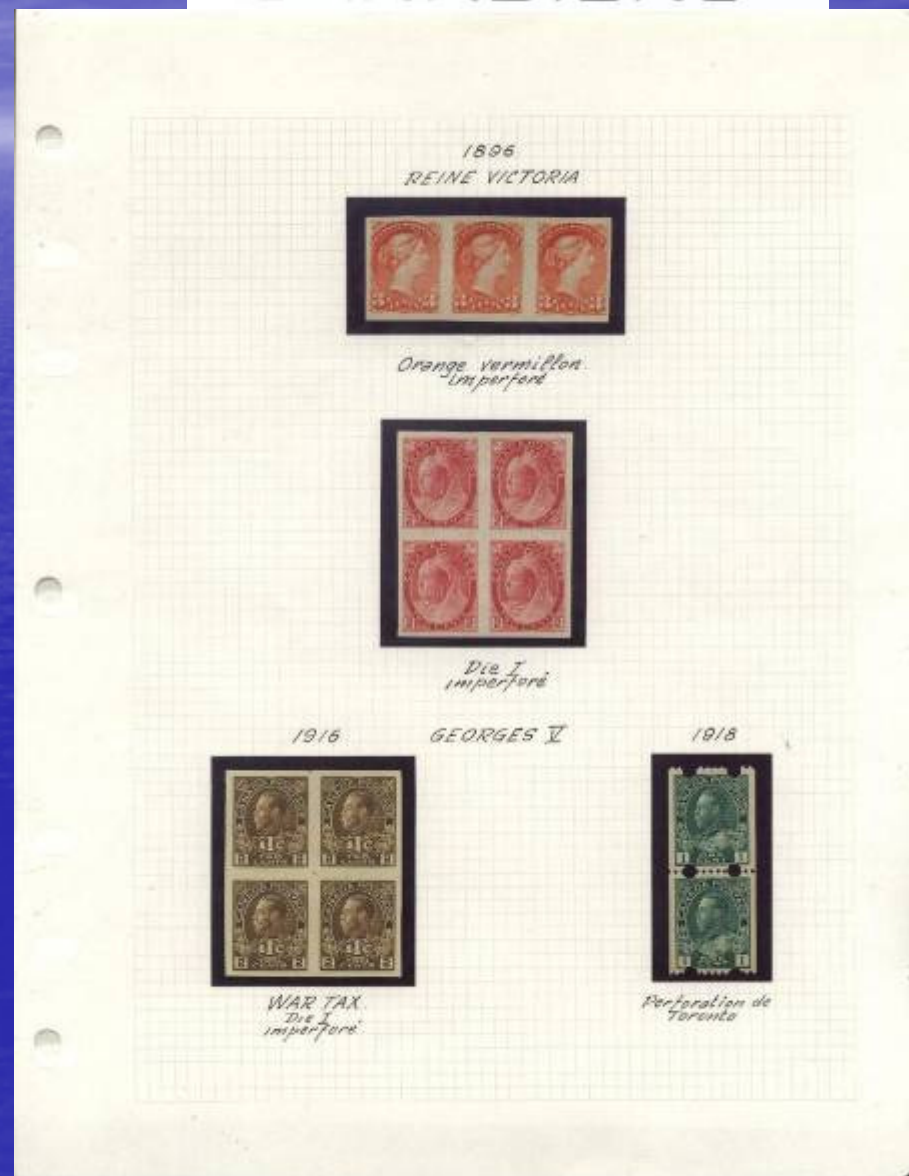
En force le 25 juin 1940

Chaque 100 ou fraction	1¢	
excepté 31 - 50 par paquet	½¢	No.FX2
excepté 26 - 30 par paquet	3/10¢	
excepté 21 - 25 par paquet	¼¢	No.FX1
moins de 21 par paquet	1/5¢	No.FX22

André Simard

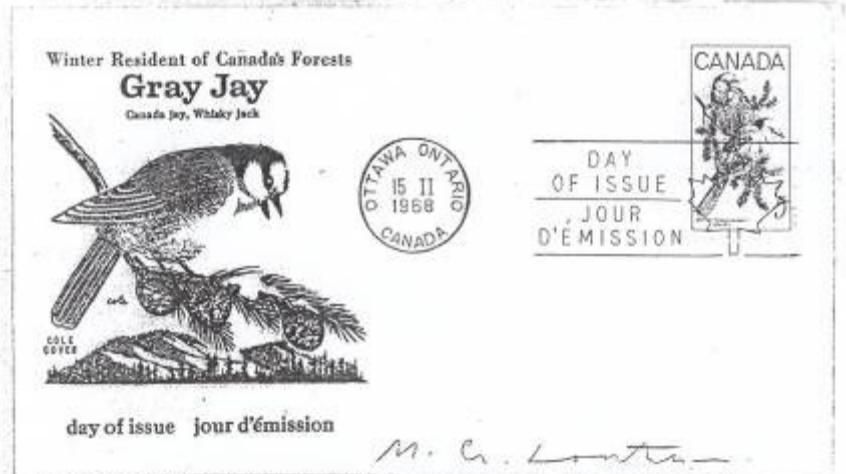- Varietes et erreurs sur timbres Canadiens

Walt Krasowski

- For the Birds!

FOR THE BIRDS !

This exhibit will focus upon the varieties of the 1968-69 Canadian birds issue in the format of mint singles, multiples as well as used on cover. In addition variants of other Canadian fowl will be acknowledged.

Winter Resident of Canada's Forests
Gray Jay
Canada Jay, Whisky Jack

CANADA

OTTAWA ONTARIO
15 11
1968
CANADA

DAY
OF ISSUE
.JOUR
D'ÉMISSION

COLE COVER

day of issue   jour d'émission

M. G. Loates

This cover has been autographed by the artist Martin Glen Loates who created these wonderful depictions of Canadian birds. The 5 cent was issued February 16,1968.

Canada

CANADA

CANADA
10

OTTAWA ONT
23 VII
1969
CANADA

DAY
OF ISSUE
JOUR CANADA
D'ÉMISS

25

The
White-throated Sparrow

This first day cover issued on Jul 23, 1969 expands into other denominations. Varieties include a small dot in front of the 'C' of Canada on the 6 cent. There is a gap between the tail and the first 'A' of Canada.

Contents

1. Background
2. Variants of the 5 Cent, Gray Jay.
3. Variants of the 6 Cent White Throated Sparrow.
4. Variants of the 10 Cent Ipswich Sparrow.
5. Variants of the 25 Cent Hermit Thrush.
6. Variants of Other Fine Feathered Canuck Fowl.

Marc Dunant

- Du fondateur de la Croix-Rouge, Jean-Henri Dunant sa vie son oeuvre

HISTOIRE PHILATÉLIQUE du fondateur de la Croix-Rouge

JEAN-HENRI DUNANT

sa vie et son oeuvre

Henri ou Henry?

Les deux formes existent car Dunant lui-même hésite et écrit dans ses mémoires : « ...Henry, c'est plus distingué...aristocratique...on écrivait bien le Roy de France... ».

Yvette Gagné

- La Croix – Rouge et son histoire

LA CROIX-ROUGE ET SON HISTOIRE
(1ère partie)

PRÉSENTATION

Reconnue internationalement, la Croix-Rouge est sûrement l'un des organismes à vocation humanitaire le plus répandu dans le monde.

C'est la plus vaste entreprise d'entraide à l'échelle planétaire:
- Plus de 200 Sociétés nationales sont réparties partout dans le monde dont plus d'une vingtaine rattachées au Croissant Rouge;
- Plus de 230 millions de membres en font partie;
- Bon nombre de blessés de guerre sont secourus;
- Des centaines de milliers de prisonniers sont mis en contact avec leurs familles;
- Des millions de personnes sont secourues lors de sinistres ou de catastrophes survenus au cours de l'histoire (tremblements de terre, famine, inondations, etc.)

En philatélie, un nombre considérable de timbres arborent une croix rouge ou un croissant rouge. Malheureusement, les timbres choisis pour réaliser ce montage ne correspondent pas toujours à l'époque de son histoire (ou ils sont inexistants ou ils sont difficiles à obtenir).

Cette première partie de l'ouvrage couvre davantage la période à partir de la fondation de la Croix-Rouge jusqu'à l'avant-guerre de 1914-18.
Tout n'est pas dit ou écrit. Il y aurait encore une foule de détails à exploiter.
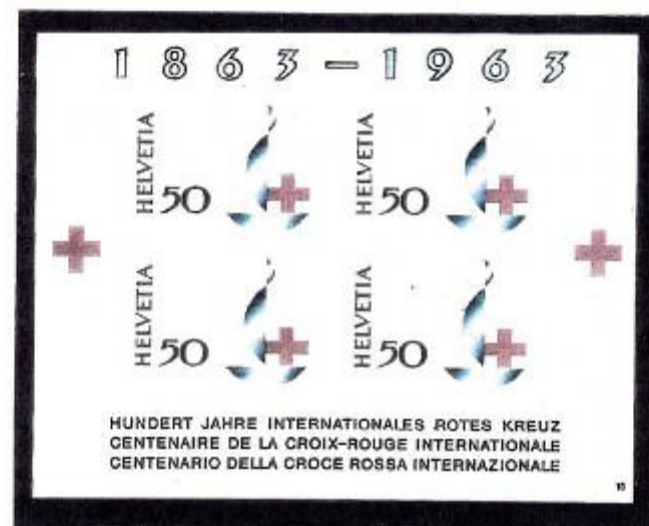
À titre de références, le petit livre de la Collection QUE SAIS-JE? (Éditions PUF), HISTOIRE DE LA CROIX-ROUGE (Véronique Harouel) s'est avéré très précieux.

Yves Racine

- Le Vitrail par les timbres

Le Vitrail par les timbres

Yvan Leduc

- Bourgogne : La Vigne et le vin

BOURGOGNE : LA VIGNE ET LE VIN

DE LA BOURGOGNE CELTIQUE (1200 À 52 AV. J.-C.) À NOS JOURS

PLAN

Introduction

Situation géographique

Silver Medal Awards
Médailles d'argent

Présenté par James Pullin

Claude Gignac

- Essai de classification des marques circulaires du Québec de 1875 à 1989

Essai de classification
des marques circulaires du Québec
de 1875 à 1989 (23-28mm Circular Date Stamps)

Endos d'une lettre recommandée du bureau auxiliaire no 9 de Québec avec son oblitération circulaire ainsi que sa marque de transit non identifié à cause du Black Out en temps de guerre mais provenant du bureau de poste principal de Québec

Jean Thomas

- Courrier Retardataire

COURRIER RETARDATAIRE

Synopsis Trop souvent la livraison du courrier est perturbée. Sans chercher à en faire un inventaire exhaustif, nous avons regroupé quelques enveloppes portant des inscriptions manuscrites, estampilles ou marques postales de 1914 à nos jours, attestant le motif du retard ou du retour à l'envoyeur.

Le but est d'attirer l'attention sur ces messages contrariants.

Chris Hargreaves

- Aerial Mail to and from Kingston, Ontario

AERIAL MAIL
TO AND FROM
KINGSTON, ONTARIO.

This is a mainly a study of airmail covers addressed to, or postmarked from, my hometown of Kingston.

It is also includes other types of aerial mail, such as covers which look like airmail but were not flown, and some covers that do not appear to be to or from Kingston.

The study begins with the earliest aerial mail related to Kingston, and ends around 1950, by which time most inter-Provincial mail was automatically sent by air.

For most of this period, speeding up the delivery of mail was the main impetus to developments in civil aviation. - The story of these covers to and from Kingston, is therefore also a history of aviation!

View of Kingston from the Royal Military College, looking west across the Cataraqui River.

Kingston is situated at the eastern end of Lake Ontario. It developed as a trans-shipment port, where goods were transferred from "big boats" used on Lake Ontario, to smaller boats used on the St. Lawrence River and canal system to Montreal. It was Canada's capital from 1841 to 1843.

It is now a medium sized city, with a population of approximately 115,000. Kingston is the site of Queen's University, the Royal Military College, and of several military installations. It is also a popular tourist centre.

Although the message on this card is dated 1905, the Kingston skyline changed little at the beginning of the 20th Century. - I have seen a card like this one used in 1925.

Gord Mallet

- "Hale" to the Postal Superintendent

'HALE' TO THE POSTAL SUPERINTENDENT

POST OFFICE

TUE. DEC 10TH
SOUTH BOUND MAIL
WILL LEAVE
IMMEDIATELY ON ARRIVAL
OF MAIL PLANE

Major R. W. Hale [left] and W. McDougall P.M.
Fort Fitzgerald, December 1929

Raymond Walter Hale was Postal Superintendent of one of the largest postal districts in Canada - a vast region that included western Northwest Territories and northern areas of the country's interior plains. Often referred to as *the flying postmaster*, he was instrumental in establishing air mail services throughout the district. His signature is found on early Canadian air mail covers alongside the signatures of a number of pioneer bush pilots.

Richard McIntosh

- **The First Scheduled Airmail Flights from Winnipeg to Minneapolis via Pembina Grand Forks and Fargo, Feb., 23 1931**

The First Scheduled Airmail Flight from Winnipeg to Minneapolis via Pembina, Grand Forks and Fargo, February 2/3, 1931.

On Feb. 3, *Canadian Airways Ltd.* inaugurated a daily air mail service from Winnipeg to Pembina N.D. and return. The flight was planned for Feb. 2 but was delayed one day due to fog. The pilot was A. E. Jarvis in a Fokker F.14 II.

This flight was very important for Canadian mail service, as scheduled air mail from all of Canada was now available to the Mid-West, primarily through connections between Windsor and Detroit and Vancouver/Victoria and Seattle.

The first flight from Winnipeg to Pembina provided air mail connections for Western Canada to Minneapolis/St. Paul by an extension of USA CAM 9 (*Northwest Airlines*) through Pembina, Grand Forks and Fargo.

Through routes of other Airlines on the transcontinental route, connections were now available with Boston, New York, Philadelphia and Washington in the east; Seattle, Portland, San Francisco and Los Angeles in the west; and Miami in the south.

Connections were also made through *Commercial Airways* with Aklavik in the far north and, through *Pan American Airways* FAM routes 5 & 9, with Central and South America as far south as Buenos Aires.

*****

This cover from Winnipeg arrived in Paris on February 16th and Monte Carlo on the 17th. The rate for airmail service to points within Europe fortuitously became 10c on February 2 1931

*****

This exhibit shows examples of covers flown in conjunction with this new route. It is organized showing first flights from Winnipeg to points on the new CAM 9 route. Flights from and through Winnipeg, to other points in North America and beyond, follow. Return covers from points on the CAM 9 route extension are succeeded by return flights form all other points, including the Trans Continental Air mail Transfers. Examples of flights to and from Aklavik and Edmonton plus the prairie night flights, to speed up service via this new route, conclude the story.

Garfield Portch

- Jacques Cartier Quadricentenary Issue

Jacques Cartier Quadricentenary Issue

Jacques Cartier was born in France in 1491. He was the first European to map the St. Lawrence River area and attempt a settlement. His mandate from his King was to find gold and riches and a passage to China. He sailed to the St. Lawrence region three times and created the first reliable and detailed documentation of European exploration in North America. Cartier's first voyage to the St. Lawrence was in 1534 with two ships following the route taken by Cabot and Breton fishermen exploiting the Grand Banks. He entered the Gulf of St. Lawrence via the Strait of Belle Isle sailing up the St. Lawrence to Anticosti Island, the Gaspe Peninsula, the Bay de Chaleur and to Stadacona where he kidnapped two sons of Chief Donnaconna before returning home.

The Post Office Department honoured the 400th Anniversary of Cartier's first voyage by issuing a stamp that was unusual in that it was large, in an upright format, three cent value and blue!

This exhibit will demonstrate some production aspects of the issue as well as present a variety of the primarily philatelic use of this beautiful stamp.

Mr. A. G. Wharton,

1296 College St.,

Toronto 4. Ont.
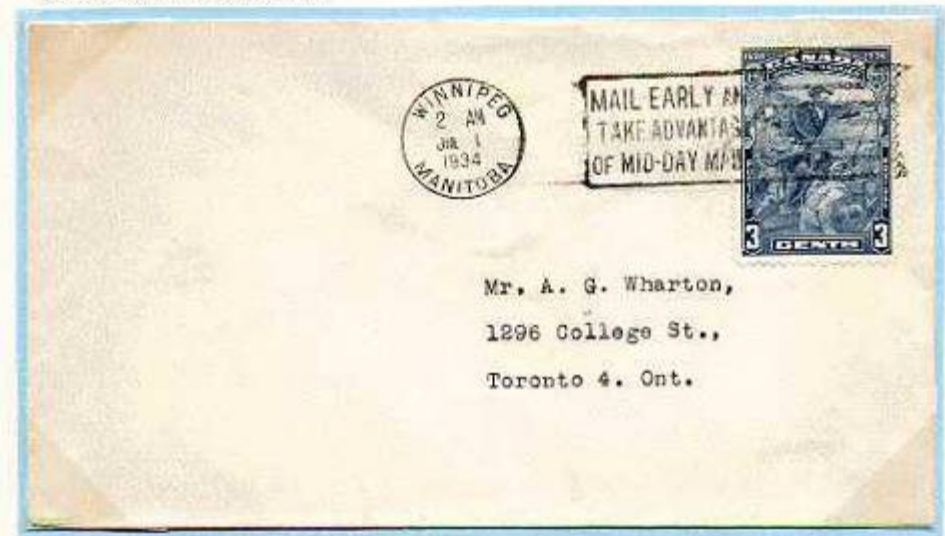
Technical Summary

ISSUED: July 1, 1934
PRINTER: British American Bank Note Co.
PERFORATION: 11

QUANTITY: 12,370,000
PRINTING PROCESS: Intaglio from Plates 1 & 2
LAYOUT: Sheets of 200 subjects

Contents

1 Introduction
2 The Stamp Design
3 The Wide Gutter
4 Constant Plate Varieties
5 Uses for the Stamp

6 Ship Mail
7 Railway Mail
8 Closed Post Offices
9 Philatelic Mail
10 A Legitimate Commercial Cover

A Note About This Exhibit

This exhibit uses only stamps that were available from the Post Office by the public when the issue was current. Essays, proofs and other pre-production items have been omitted as they were never intended to be available to the public.

Jean-Pierre Forest

- Les Timbres de loi et D'enregistrement de la Province de Québec (1864-1964) : Avant et Après

LES TIMBRES DE LOI ET D'ENREGISTREMENT DE LA PROVINCE DE QUÉBEC (1864-1964) : AVANT ET APRÈS

L'usage des timbres de loi et d'enregistrement est apparu successivement en 1864 et en 1867. Le timbrage confirmait que le droit payable a été perçu et versé a l'État et que le document produit devait être timbré pour être reçu en preuve devant la Cour[1].

Les timbres de loi seront présentés selon leur ordre chronologique d'apparition et ainsi de même pour les timbres d'enregistrement. Suivra ensuite, leurs particularités les plus singulières. La dernière partie portera sur les pièces avant, pendant et après le timbrage.

Dans le texte, les notes proviennent des documents officiels et des pièces de l'auteur, cette information est présentee ici en primeur.

1864-1871

1871-1893   1893-1912   1912-1962   1962-1966

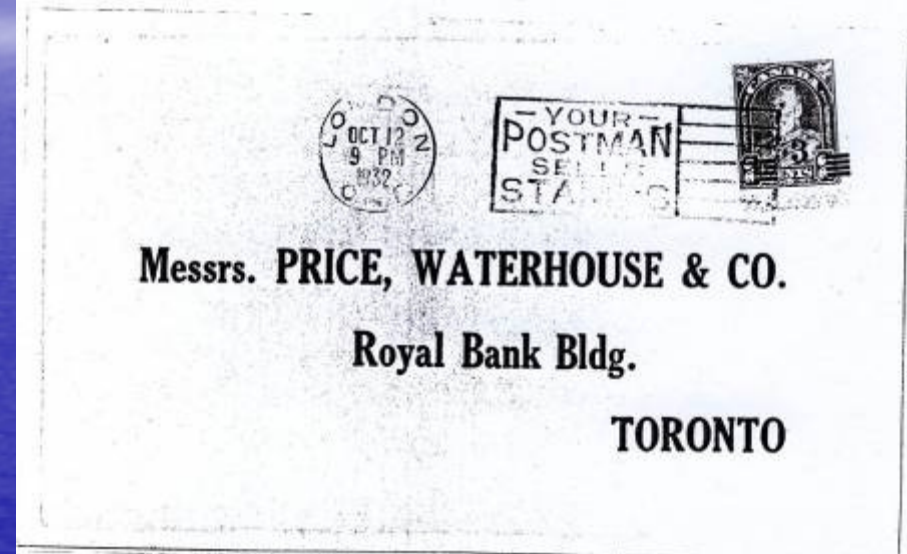1867-1871   1871-1912   1912-1962   1962-1966

[1] Les timbres de loi et d'enregistrement ont été remplacés par des empreintes mécaniques en 1966, en 1991, la loi sur les timbres a été abrogée, «Statuts du Québec», 1991 Chapitre 20, pp. 277-79.

Walt Krasowski

- Varieties of the two cent arch issue with emphasis on the overprint counterpart

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VARIETIES OF THE TWO
CENT RED ARCH ISSUE STUDY WITH
EMPHASIS ON THE
OVERPRINTED COUNTERPART

This exhibit will exemplify a collection of the 2 cent red Arch issue that were issued contemporary in the early 1930's time period to the public. Unoverprinted stamps are shown with varieties but the focus of this exhibit will be on the overprinted issue in formats of mint singles, multiples and used on cover illustrating different variants.

OCT 12
9 PM
1932

— YOUR —
POSTMAN
SELLS
STAMPS

Messrs. PRICE, WATERHOUSE & CO.

Royal Bank Bldg.

TORONTO

The DIE I on cover posesses a "kiss print" of both '2' 's in the south margin as well as an eastern surcharge shift.

Contents

1. Historical Background.

2. Constant Plate Flaws That Are Design Related in Both Overprinted and Unoverprinted Stamps.

2. Constant Plate Flaws of Overprint Origin.

3. Shifted Surcharges.

4. Overprinted '3' Inkings.

5. Bar Surcharge Inkings.

6. Odd's and Sodd's.

Marc Beaupré / Christiane Faucher

- Les Entreprises de Québec au tournant du xxème siècle

LES ENTREPRISES DE QUÉBEC AU TOURNANT DU XXÈME SIÈCLE

Enveloppe commerciale
Hôtel Saint-Louis, rue Saint-Louis, Québec.

Un survol des commerces et industries de Québec
tels qu'ils se présentaient sur cartes postales,
enveloppes commerciales
et autres vieux papiers
à la fin du XIXième / début du XXième siècle.

(Présentation dans le cadre du congrès et de l'exposition
de la Société royale de philatélie du Canada
tenus à l'Hôtel des Gouverneurs, Sainte-Foy
les 16-17-18 mai 2008)

Lorraine Rasmussen

- Anton Hechler – The Story of a 19th Century German Immigrant

1857 - 1908

ANTON HECHLER - THE STORY OF A 19TH-CENTURY GERMAN IMMIGRANT

This story is told through covers, postcards, wrappers and memorabilia and follows Anton from Darmstadt, Germany, to New York where he immigrated in 1873 at age 16, then to Nova Scotia, Colorado, Utah, back to Nova Scotia, and return to Utah.

The exhibit opens with a cover franked with an adhesive of the North German Confederation, includes a quantity of German and Canadian Postal Stationery, plus one US and one French; correspondence bearing a variety of Canadian Cancels including a rare usage of the Paradise Lane, N. S. Cancel, a rare copy of a letter with a Montreal Oval Cancel having a back stamp showing the date; a rare copy of a "Bisect" on cover which has passed through the mail; advertising covers; a wide variety of German and Canadian adhesives; and ends with a cover from his brother Henry bearing stamps commemorating the tercentenary of Quebec and a photo of Anton's modest tombstone.

Each page has as its heading the name of the city or town in which Anton currently lived. Many include biographical detail, a history of some of the mining towns, quotations from the letters or postcards, along with information about the cover, PC or wrapper.

Maps of the locations of the mining towns associated with Anton and still depicted in a modern Atlas or available on the Internet are also shown.

The exhibit covers the years 1871 to 1908.

Suzanne Brazeau

- Les traction animale

LA TRACTION ANIMALE

Le terme de « traction animale » s'entend généralement comme une expression désignant non seulement l'utilisation d'animaux comme force de traction de véhicules mais également comme« transporteur » de personnes, de biens, d'eau ou de matériaux de construction. Depuis la fin de la dernière guerre, elle a fortement régressée dans les pays développés mais reste vivace en agriculture dans les pays du tiers monde.

Les principales catégories d'animaux de trait sont : les bovins, les chevaux, les chiens, l'âne, les rennes, les chameaux, les éléphants et leurs assimilés.

La collection illustre le travail de traction réalisé par ces différents animaux de trait, principalement les chevaux et les chiens, soit en agriculture, dans le transport des biens, (spécialement le courrier) et des personnes, dans le sport ou le loisir et finalement dans certaines tâches spécialisées. Dans la mesure du possible, nous respectons une approche chronologique et géographique en sachant qu'il y a des recoupements inévitables. La conclusion vient ajouter un peu de fantaisie en présentant le Père Noël et son traîneau tiré par à peu près tous les animaux de trait.

René Lajeunesse

- Propulsion des Bateaux

PROPULSION DES BATEAUX

Vermeil Medal Awards
Médailles de vermeil

Michael Peach

- British Postal Stationery Cut Outs

BRITISH POSTAL STATIONERY CUT OUTS

In 1845 the use of stamps cut from postal stationery, "cut outs", was allowed for the prepayment of postage. The 1870 Post Office Act prohibited their use. Letters sent with a cut out to pay the postage were deemed to have been sent unpaid. From 1 January 1905 it was again permitted to use embossed or letter press stamps that had been cut out from postal stationery envelopes, covers, postcards, wrappers or other postal forms for the prepayment of postage. This is still the case. This exhibit shows the use of cut outs, from Queen Victoria, King Edward VII, King George V, King George VI, and Queen Elizabeth II, to pay various postal rates, both inland and overseas. Several items are stamp dealer mail.

QUEEN VICTORIA

The Victorian era cut outs were valid for use as postage until 30 June 1915, when all Victorian stamps ceased to have postal validity. There was a large variety of the lower value stamps, ½d, 1d, 1¼d, 1½d, 2d and 3d, either letterpress or embossed, from postcards, wrappers, envelopes or official letters. The 2½d and 4d embossed stamps had only been used on stamped to order envelopes or wrappers, but the 6d, 10d and 1/- (12d) values were also used on telegram forms.

Envelope with 1d pink cut out, printing date 26 5 65 in the frame, from Derby, JA 6 66, Office Number 242, to Nottingham, JA 7 66.

David Brown

- The Search for Gold, Prospectors, Pilots and Places of the Red Lake Gold Rush

The Search for Gold
Prospectors, Pilots and Places of the Red Lake Gold Rush

A prospector with his dog team and fully loaded sleigh looks up when hears the drone of an airplane overhead. It will take him 5 days after leaving Hudson to reach the Red Lake mining camp; those aboard the JN4 Cunuck bi-plane will arrive in just over one hour. The Red Lake Gold rush was the proving ground for the pratical use of the airplane.

Exhibitors Original Photo

This historical acount begins with the early days of the Red Lake Gold rush in 1926, continues with the devleopment of mines, the establishment of communities, and concludes with the building of the road to Red Lake in 1947. A very special appreciation is felt for the mining pioneers of the day, the adventuresome group that piloted the flights, the mechanics who kept them flying, and the entrepreneurial spirit of the early airline company owners.

ONTARIO
Red Lake
Kenora
Thunder Bay
Sault Ste. Marie
Toronto

James Davidson

- **The First Jet Airliner: The Story of the De Havilland Comet**

THE FIRST JET AIRLINER:
The Story of the
De Havilland Comet.

On May 2, 1952, at Great Britain's London Heathrow Airport, the world of aircraft passenger transport changed forever. At 15.12 hours on that date, the first jet powered airliner carrying fare paying passengers lifted off on it's journey to Johannesburg, South Africa.

The concept of jet passenger flight came during the closing stages of World War 11 following Great Britain's successful operation of jet propelled fighter aircraft during the conflict. The first flight took place on April 6, 1948, when an established propeller driven passenger aircraft, the Vicker's Viking, with it's engines replaced by Rolls Royce Nene Turbojets became the first jet transport to fly.

COMET.

de Havilland Comet—jet transport, carrying 36 passengers and crew of four. Large swept back wings. Cruising speed nearly 500 m.p.h. Fitted with de Havilland Ghost turbojets.

The De Havilland DH 106 Comet Prototype: G-ALVG.

The first jet age passenger transport, the DH 106 Comet, was purpose designed and built by the British De Havilland Aircraft Company, first flying on July 27, 1949, and entering service with British Overseas Airways Corporation in 1952 as already described.

The events leading up to that time, and the subsequent triumphs and disasters are portrayed in this philatelic exhibit, using first flight, first day, crash and anniversary covers, postcards and aerogrammes.
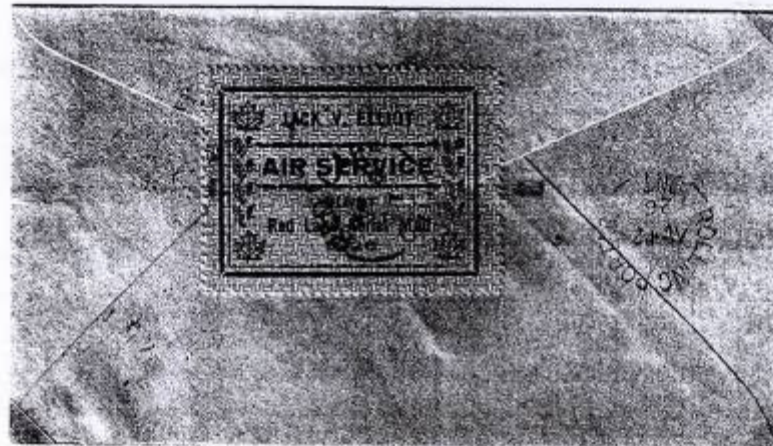
Steve Johnson

- Jack V Elliot Air Service

JACK V. ELLIOT AIR SERVICE

Pilot, Jack V. Elliot operated a flying school in Hamilton, Ontario. Reading about the discovery of gold in Red Lake, Elliot and fellow pilot Harold Farrington loaded three aircraft on a train bound for Hudson, Ontario. By March, 1926, Jack V. Elliot Air Service was created in order to serve the booming population who had gold rush fever. Jack Elliot also applied to the Postal Authorities in Ottawa for permission to carry airmail. The Postal Authorities concurred that an airmail service in the region of Red Lake would be most beneficial.

The purpose of this exhibit is to highlight the six weeks of airmail service provided by Jack V. Elliot Air Service.

Red Lake to Rolling Portage, April 8, 1926.

Unlisted flight cover.

Murray Heifetz

- From Canvas to Concorde

FROM CANVAS TO CONCORDE
The development of commercial passenger airline services

This exhibit traces the development of commercial passenger airlines from its beginning to the introduction of supersonic aircraft. With restrictions of space it is not possible to include all airlines now operating and those which have ceased to exist. The emphasis will be on airlines that, in the opinion of this exhibitor, have played a major role in creating the structure of passenger service that prevailed up to the 1970's, as well as some smaller airlines that are representative of local service. Excluded, as part of the selection criteria, are military services (except for the very early development period), charter airlines, and companies primarily in the cargo business.

segment San Marino – Seville on first South American service of LATI, Dec. 31, 1939.

The development of the exhibit starts with the experimenters who made the development of flight possible, the first pilots and their early feats. It then traces the creation of airlines and their later expansion through mergers. The pilots involved in the 1920's and 1930's, outlined in chapter 3, while not always directly related to specific airlines, were essential in the subsequent utilization of longer routes by airlines. Throughout, there are pages showing how the introduction of new aircraft with improved performance and airports with expanded facilities enabled the airlines to expand their service. ICAO and IATA are acknowledged for their contribution to the regulation of airline operations. There is also a reference showing how politics and war affected airline routes.

Neil Hunter

- Air Mail Across the Atlantic During World War II 1939-1941

AIR MAIL ACROSS THE ATLANTIC DURING WORLD WAR II

1939 - 1941

By the fall of 1939, commercial air routes across both the North and South Atlantic had been established. Pan American Air Lines (PanAm) and Imperial Airways (IA) had routes across the North Atlantic using flying boats, and Air France (AF) and Deutsche Lufthansa (DLH) had routes over the South Atlantic using land planes.

With the outbreak of war on September 3rd, 1939, resources to further develop the routes became limited and the flow of air mail initially decreased. Lufthansa ceased operations on September 1st and Imperial Airways last flight was completed on September 29th. Imperial Airways became part of British Overseas Airways Corporation on April 1st, 1940. Pan American continued to fly the Atlantic with numerous route changes including the establishment of a South Atlantic route in December 1941. Air France continued operations to South America until June 1940. An Italian airline, Linee Aeree Transcontinentali Italiane (LATI) provided service in the South Atlantic from December 1939 to December 1941. In March 1941, the British government formed the Atlantic Ferry Command (Atfero) to transport personnel, VIP's and mail between the United Kingdom and Canada. Air crews were provided by BOAC and most servicing of planes by Trans-Canada Airlines.

The routes used were:

IA/BOAC - 1939 - Southampton, U.K. - Foynes, Ireland - Botwood, Newfoundland - Montreal, Canada - New York, U.S.A.
1940 - the western terminal point became Poole, U.K.
1941 - (Atfero) - Prestwick, Scotland - Gander, Newfoundland - Montreal, Canada.
or - Blackpool, U.K. - Gander, Newfoundland - Montreal, Canada.
Alternates - via Reykjavik, Iceland - Goose Bay, Labrador.
- via Azores.

PanAm - Northern Route - New York, U.S.A. - Shediac, Canada - Botwood, Newfoundland - Foynes, Ireland - Southampton, U.K. On September 6th, 1939, the western terminal became Foynes.
Middle Route - New York, U.S.A. - Hamilton, Bermuda - Horta, Azores - Lisbon, Portugal - Marseille, France. Alternate eastern terminals - Baltimore, Norfolk, and Charleston. On September 6th, 1939, the western terminal became Lisbon.
Southern (winter) Route - western flights only - Lisbon, Portugal - Bolama, Portuguese Guinea - Belem, Brazil, Port of Spain, Trinidad, - San Juan, Porto Rico - New York, U.S.A.

AF - Marseille, France - Oran, Algeria - Casablanca, Morocco - Dakar, Senegal - Natal, Recife, Salvador, Caravelas, Rio de Janeiro, Porto Alegre, Brazil, - Montevideo, Uruguay, - Buenos Aries, Argentina.

LATI - Rome, Italy - Seville, Spain - Villa Cisneros, Spanish Sahara - Sal, Cape Verde Islands - Racife, Natal, Rio de Janeiro, Brazil. Buenos Aries. Argentina was added on July 28th, 1941.

The exhibit is organized by year. Within each year, the exhibit is separated by the air line. The North Atlantic services are followed by the South Atlantic services.

Neil Hunter

- ## Evolution of Air Mail – Toronto Ontario

EVOLUTION OF AIR MAIL - TORONTO, CANADA

FROM BIPLANE TO JET

The first authorized delivery of mail by air in Canada was a flight in a Curtiss JN-4 (**Canuck**) biplane from Montreal to Toronto in 1918. Toronto's importance as an air mail centre evolved over the next fifty years. The limited flying ranges of the early aircraft restricted most early mail flights to the Quebec City - Windsor corridor. Until the Second World War, international flights were limited to routes through Montreal, Buffalo and Detroit. The introduction of long-range jet aircraft resulted in Toronto becoming the leading air mail centre in Canada.

The early flights, while important to prove that mail could be carried by air, did not result in permanent air mail routes being established. The period from 1928 to 1932 saw the establishment of regular air mail routes. Mail was initially flown from/to Leaside Airport (closed in 1931), Downsview Airport (opened in June 1931), or Toronto Harbour (seaplane port). In 1932, the Department of National Defence raised concerns about winter conditions at the Downsview Airport and considered warning American and Canadian pilots to avoid Toronto during winter months.

Most of the early mail routes were short-lived and were closed down by 1932 due to the lack of funds during the Great Depression. The Downsview airfield was allowed to stay open as Toronto was developing as a major air mail centre within Canada.

The air mail routes were slowly re-established in the mid to late 1930's. On August 29th, 1938, the Toronto Municipal (Malton) Airport commenced operations as a major air mail centre and principal customs point of entry for aircraft from the United States.

Development of long-range aircraft during the Second World War improved mail services to and from Toronto. In 1941, the Post Office introduced special cancelling hammers for air mail through the Toronto airport.

The period between 1946 and 1958 saw significant improvements to commercial aircraft including longer flying ranges and turbo-prop engines. These advances meant longer air mail routes could be established through Toronto.

The first air mail to be carried by jet aircraft from Canada was on April 18th, 1950 on a test flight from Toronto to New York. However, it took until 1959 before regular air mail service by jet aircraft was established. By 1967 eight airlines were using Toronto International Airport (Malton). Jet aircraft have ensured Toronto's position as the major air mail centre for Canada.

The presentation has been divided into periods of development. These are:

    1918 to 1927 - Pioneer Years (frame 1)
    1928 to 1932 - Beginning of Regular Air Mail Routes (frames 1 - 3)
    1933 to 1939 - Air Mail Routes (frames 3 - 4)
    1940 to 1945 - The War Years (frames 4- 5)
    1946 to 1966- Air Mail Routes and Jet Age (frame 5)

Within each grouping, except for the Pioneer Years, the following sub-groupings have been used:

    - Canada Air Mail Routes
    - Canada - United States Air Mail Services and Routes
    - International Destinations

Richard McIntosh

- ## Canadian Post Office Air Mail Envelopes, 1928

CANADIAN POST OFFICE AIR MAIL ENVELOPES, 1928

When the Canadian Post Office first accepted Air Mail, a distinctive envelope was required to identify the mail for proper sorting and handling, particularly because initially there was no Air Mail stamp. The Post Office decided to design and produce an envelope, of an acceptable type based on international standards, and sell them to its customers.

The cost was 6 envelopes for 5 cents and they were sold in major Post Offices across the country. They are distinguished from the many other types of Air Mail envelopes, by the unique printing code to be found in the lower left corner.

Many of the envelopes were used for First Flights which were extensively publicized. Use of the envelopes for commercial mail was much less frequent and the envelopes were less likely to survive.

However, after less than a year the Post Office decided the envelopes would best be produced and sold privately and discontinued production and sale. Consequently use of the envelopes outside of the 1928-29 period or outside the country is unusual.

There were less than 50,000 envelopes produced, as shown in the table below, (making the envelopes 10 times rarer than stamp C2). Seven printings took place, three in both English and French, three in English only and one in French only and, for some printings, only 2,000 copies were produced.

Printing Identification, Quantity and Date Markings			Number Printed	
			English	French
VIA AIR MAIL		2,000— 5-1-28*	2,000	
VIA AIR MAIL	1-A.M.S.	2,000— 4-4-28	2,000	
VIA AIR MAIL	1-A.M.S.	2,000— 17-4-28	2,000	
PAR AVION	1½-A.M.S.	2,000— 17-4-28		2,000
VIA AIR MAIL	1-A.M.S.	10,000— 31-7-28	10,000	
PAR AVION	1½-A.M.S.	5,000— 31-7-28		5,000
VIA AIR MAIL	1-A.M.S.	10,000— 2-8-28	10,000	
PAR AVION	1½-A.M.S.	2,500— 9-28 #		2,500
VIA AIR MAIL	1-A.M.S.	10,000—12-10-28	10,000	
PAR AVION	1½-A.M.S.	2,000—12-10-28		2,000
Totals			36,000	11,500

* small print, narrow red and blue strips
\# day or month figure missing

This exhibit of the envelopes shows;

1. Examples of envelopes from each printing, including variations on the reverse printings,
2. Some usage on important early flights,
3. Some unusual usage including late dates and foreign franking,
4. Some regular mail usage.

Michael Shand

- Empire Air mail Scheme

EMPIRE AIR MAIL SCHEME

BACKGROUND

This ambitious scheme whereby all letter mail within what was then the British Empire, would be flown "ALL-UP" at the rate of 1½d per ½oz was approved by the British Parliament in 1934.

Within only two years, Imperial Airways and Short Aircraft had built 24 Empire Flying Boats, surveyed routes, installed facilities around the world, increasing and training flying personnel from 96 to 262.

The scheme was implemented in three stages but just as plans were underway for Trans-Atlantic service with larger flying boats in 1939, war broke out and the whole scheme came to an end.

THIS EXHIBIT

Includes Postal Documents with route maps to introduce each of the three stages.

STAGE 1.   To SOUTH AFRICA starting June 29 1937
                    Items outlined in black.......

STAGE 2.   To INDIA and MALAYA starting February 23 1938
                    Items outlined in red.........

STAGE 3.   To AUSTRALIA starting July 28 1938
                    Items outlined in green.......

CRASH MAIL.   The flying boats were involved in several crashes
                    Items outlined in purple......

Items not outlined were not part of the official EAMS but were trial flights before the scheme opened or are otherwise related.

FLYING BOATS.   While the scheme was sponsored by the Government and Post Office, it would not have been possible without the flying boats which could land where regular airports did not exist. Some are also shown.

Stewart Murray

- Imperial Airways in Africa

Imperial Airways in Africa

Development of Airmail from London to Cape Town 1925-1934

This exhibit starts with the Survey Flight by Alan Cobham in 1925-26 with the help of RAF personnel and Shell Oil; then the experimental flights by Captain Gladstone from Cairo to Uganda and Kenya followed by the establishment of regular airmail flights by Imperial Airways, first to Kenya and Tanganyika in East Africa, then south through Central Africa to Johannesburg and Cape Town.

There are various feeder services from places not on the direct route permitting mails to be linked up with the Imperial Airways service. These include Malta to Brindisi, internally within East Africa and with Belgian Congo, and South West Africa to Kimberley in Cape Province, as well as connections within South Africa.

Cairo was the jumping-off point for the IA service to India and, later, Australia, so mail to and from these places is included to show the completion of the IA services to all the major countries of the Empire south and east of the UK.

As to be expected there were crashes with some loss of mail and resulting in rerouting of services. Included are examples from the 1927 crash on Lake Victoria and the 1932 crash in a swamp near Broken Hill.

Covers from many places not on the direct routes are included wherever possible, with pick-ups and drop-offs at intervening points throughout.

The principal start/stop/refuelling points on the route were:

London – Paris – Brindisi –
Athens – Alexandria – Cairo –
Aswan – Khartoum – Juba – Kampala –
Kisumu – Nairobi – Dodoma – Mpika –
Broken Hill – Salisbury - Johannesburg –
Kimberley – Cape Town

References:

1   Newall, Alexander S. "British External Airmails until 1934"
2   Baldwin, N.C. "The Air Mails of British Africa 1925-1934"
3   Colley, Bill "East African Airmails to 1939"
4   Jones, D.M.V. "The Time Shrinkers"

Présenté par Ken Mcgee

Maurice Caron

- La Période Inflationniste en Allemagne 1919-1923, ou les Milliards de La République de Weimar

LA PÉRIODE INFLATIONNISTE EN ALLEMAGNE 1919-1923

(dessin de Karl Arnold)

OU LES MILLIARDS DE LA RÉPUBLIQUE DE WEIMAR

Loïc Detcheverry

- Marques et relations postales entre St. Pierre et Miquelon et Sydney / Halifax de 1890 à 1939

MARQUES ET RELATIONS POSTALES ENTRE SAINT-PIERRE & MIQUELON ET SYDNEY/ HALIFAX DE 1890 À 1939

Selon les saisons deux voies furent mises en place:

- **La voie de NORTH SYDNEY** du 1er mai au 1er décembre ; ce port distant de 175 milles de ST-PIERRE était bloqué par les glaces l'hiver.

- **La voie d'HALIFAX** le reste du temps ; ce port distant de 345 milles de ST-PIERRE était dégagé des glaces pendant la saison hivernale.

Les **marques de transit** étaient apposées sur les plis à leur arrivée dans chacun des deux ports, toutefois en raison des mauvaises conditions climatiques ou en nécessité d'escale technique, il arrivait que le débarquement s'effectue d'une manière **exceptionnelle** dans un autre port tel LOUISBOURG.

Les **marques de boîtes mobiles** « Paquebot » et « Paquebot posted at sea ». Les lettres déposées dans les boîtes mobiles des navires à destination des différents ports recevaient la marque ou le cachet réglementaire de forme et de **composition différente**.
Le courrier débarqué était acheminé par voie terrestre, celui à destination de l'EUROPE partait soit d'HALIFAX soit de NEW-YORK d'où appareillaient les paquebots transatlantiques.
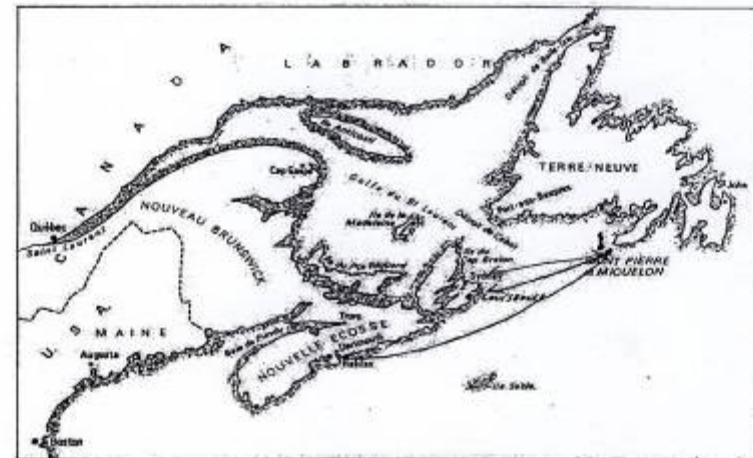
-Les références des cachets sont celles utilisées par G. STONE, dans la continuité d'autres ont été rajoutées. Les pièces rares sont marquées de rouge.

- Pages 2 à 8   -Voie de NORTH SYDNEY
- Pages 9 à 15 - Voie d'HALIFAX
- Page 16   - Voie de LOUISBOURG

BIBLIOGRAPHIE

The French Colonial Allegorial Group Type as used in ST-PIERRE & MIQUELON by G.STONE and JJ. GRABOWSKI

Les feuilles marcophiles de JOSEPH BERGIER

Jack Forbes

- Shades of Canada's 8 cents Small Queens

Shades of Canada's 8 Cents Small Queens

Background

On August 1, 1893, Canada introduced an 8 Cents value in the series of stamps commonly referred to as the Small Queens. This value was issued with the express purpose of paying, with a single stamp, the combined Domestic Postage Rate of 3 Cents plus the Registration Fee of 5 Cents. Although this design is part of the Small Queens issue, its format differs from the other values in two important ways:

► The Queen's head is facing to the left, as opposed to the other values, in which it faces to the right;
► There are no Marginal Imprints on the selvedge.

The Exhibit

The prime intent of this exhibit is to highlight the range of shades that exist for this denomination, and to show them in the chronological order that they first appeared. This is done through the examination of a number of dated copies of this issue, bearing in mind that there will be considerable overlap in the times of use of particular shades, due, in no small measure to the fact that some of the more remote Post Offices might not have a great demand for the service for which this stamp was issued. This could result in them using "older" shades long after larger Offices were using later printings. There is no intention to explore any other aspects of the printing, but features will be noted in passing. The standard Perforation for this issue is stated to be 12 x 12, but close examination reveals many variations. These would be the subject of another study.

Catalogued Shades

Reference catalogues vary in the number of shades that they attribute to this issue – Robson Lowe and Jarrett each claim only three; Gibbons, Unitrade and Scott, four, and Hansen and Holmes, five. Richard Morris in his COLOR GUIDE SYSTEM FOR LARGE & SMALL QUEENS illustrates nine major variations. There is disagreement amongst these editors as to the order of appearance of the various shades, and only Jarrett and Robson Lowe attempt to assign a time line to the use of his shades. By the time this Exhibit has been perused, you will have the opportunity to judge the accuracy of the catalogue publishers' statistics.

Index

The exhibit is essentially a chronological presentation; Shades are listed by page number. Featured items are indicated with a red dot.

Page 2: Light Blue Grey
Page 3: Medium Blue Grey
Page 4: Deep Blue Grey
Page 5: Robin's Egg Blue
Page 6: Greenish Grey Blue
Page 7: Light and Dark Grey
Page 8: Bright and Dark Blue Grey
Page 9: Very Dark Blue Grey
Page 10: Pale Bluish Grey Slate
Page 11: Grey Blue Slate
Page 12: Medium Bluish Grey Slate
Page 13: Bright and Dark Bluish Grey Slate
Page 14: Blackish Grey and Blackish Slate
Page 15: Violet Black
Page 16: Blackish Purple

An apparent First-Week Cover
Cancelled with an Au 6 93 Point St. Charles C.D.S.
Despite a second '93 Point St. Charles on the reverse, the shade and two other cancels indicate '95 use.

James Taylor

- St. Pierre Miquelon Republic – Vichy – Military – Free French Administrations

ST. PIERRE MIQUELON
Republic-Vichy-Military-Free French
Administrations
1938-1945

Exhibit Description

This traditional exhibit shows postage stamps, special purpose stamps, stamp design elements, and usages of stamps during the turbulent 1938-1945 period. Four different political administrations governed the island during this period. Important items, rare stamps, multiples, errors, rare proofs and exceptional covers are shown in red rectangles:
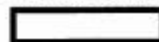
Exhibit Plan

FRAME 1

1. **1938–June 22, 1940 Republic Governor Count Gilbert de Bournat**

   A new series of photogravure-printed pictorial definitive stamps showing island scenes was introduced in 1938 along with a set of postage due stamps. Many stamps are scarce commercially used on covers. Rate and color changes were frequent during the pre-war inflationary period.

2. **June 22, 1940 (French capitulation) – December 23, 1941 (ended by military occupation)**
   Vichy Governor Count Count Gilbert de Bournat

   Governor de Bournat supported the Vichy regime in France after the June 22, 1940 armistice with Germany. A set of stamps featuring Marshall Petain, the Vichy head of state, were issued and shipped to the islands but because of wartime u-boat activity were never delivered to St. Pierre.

FRAME 2

3. **December 23, 1941 – 1942 Free French Military Administration Vice –Admiral Emile Muselier**

   A large stock of older issues going back to 1922 was held at the St. Pierre Post Office. These were seized by the Military Authorities and overprinted FRANCE LIBRE/ F. N. F. L. A special set overprinted Noel 1941 commemorated the Christmas Day plebiscite held on the islands to affirm the rally to the Free French.

FRAME 3

1942-1944 A counter claim to govern St. Pierre Miquelon was made by the French Government at Vichy that continued to issue stamps for the islands.

   Several sets inscribed "St. Pierre et Miquelon", some with semi-postal surcharges, were sold in by the Vichy Government in Paris. None of these issues placed on sale in the territory.

FRAMES 3-5

4. **1942-1945 Free French - Administrater Lieutenant Alain Savary**

   Sets of definitive stamps, airmails, postage dues and a semi-postal issue were printed by Harrison and Son in London under the authority of the Free French National Committee headed by General Charles de Gaulle. These stamps were inscribed with the colony name and "France Libre". Usages to unusual destinations and use of single and higher value stamps paying current rates are rare. Semi postal issues of the Free French Colonies General Issues were sold at St. Pierre. Use at St. Pierre is very rare and can only be recognized on cover or postmarked at St. Pierre.

David Schurman

- **The Canadian Federal Bill Stamps**

THE CANADIAN FEDERAL BILL STAMPS

MAJOR VARIETIES AND THEIR USAGE

1st Issue   2nd Issue   3rd Issue

Beginning in 1864, the Province of Canada authorized the use of revenue or fiscal stamps. These stamps were affixed to documents in order to indicate that the proper fee was paid for a legally sanctioned tax or service. The first kinds of stamps that were issued pertained to the gathering of fees on financial "instruments" - usually cheques or promissory notes.

The objective of this exhibit is to describe and display the Federal Bill issues of the 1860's. In addition, some major and minor varieties will be shown. Also presented will be a good representation of various documents indicating the way these stamps were used at the time.

Second Bill Issue Proof: a rare strip of three of
the $3 value on thin India paper with the
full imprint from the printers:
American Bank Note Co. - New York

NOTE: References used in compiling information on these issues was drawn from Edward Zaluski's volume 1 of *Canadian Revenues (Federal Bill and Law Stamps)* and from Erling van Dam's *Canadian Revenue Stamp Catalogue*, some issues of *RevNews* (van Dam) as well as some personal communications with Mr. van Dam as well as Mr. Chris Ryan.

David Schurman

- Revenue Stamps of Lower Canada & Quebec in the 19th Century

REVENUE STAMPS OF LOWER CANADA & QUEBEC IN THE NINETEENTH CENTURY

In 1864 the Province of Canada authorized the use of special stamps to cover the fees for various legal documents required under the official statutes. After 1867, the provinces were given the right to issue their own law stamps. The purpose of this exhibit is to describe the regular stamps issued prior to 1900 that were produced by Lower Canada (and later Quebec), to show some examples of varieties of these stamps, and to display a representative sampling of how they were used on various legal documents up until the early years of the 20th century.

To the right is a vertical pair of the $1 stamp from the first issue of Law Stamps showing not only the imprint of the printer - American Bank Note Co. - but also a cancellation dated October 1, 1864 - the official first day these stamps could be used.

To the left is a small document with the 50 cent law stamp from the first issue of 1864 (showing the printers imprint on top) as well as the 15 cent registration stamp of the 1871 issue. The document declares the forming of a partnership on Nov. 15, 1870, in Montreal.

Janice Brookes

- Mediterranean Mouflon first stamp showing the World Wildlife Fund Logo

MEDITERRANEAN   MOUFLON

First Stamp Showing The World Wildlife Fund Logo

1. STAMP PRODUCTION
    1.0 Un adopted essay
    1.1 Scan of original artwork
    1.2 Artist Proof
    1.3 Colour trial plate proofs
    1.4 Deluxe Sheet
    1.5 Black colour trial and Imperforated Pair
    1.6 Photo Essay
    1.7 Production of Final Stamp
2. THE FIRST DAY OF ISSUE
    2.1-2.2 First Day Covers
    2.3 Maximum Cards
3. PROPER USAGES AND COMMERCIAL MAIL
    3.0 Proper Usage in France
    3.1 Proper usages for commercial mail
    3.2 Proper Postal rates to the United States of America
4. SPECIAL USAGES OF THE MOUFLON STAMP
    4.1 1971 Janus Forest Philatelic Exposition Cover
    4.2 Hand-painted souvenir card

The France mouflon stamp is the beginning of a fabulous and on going topical collection of the World Wildlife Fund. Since 1983,some 1440 different stamps have been issued in 210 countries. The money from the sale of the stamps has helped fund a variety of conservation projects for endangered species

Two unadopted essays for the stamp were designed. In1961, the first essay was done by Gaudern. The stamp was to be part of a four stamp set for Fren National Parks. The rate change to .45f in 1969, with two rate changes .30f in 1961 to .40f in 1966. The second essay, in gree was done by Robert Cami, the engraver for the actual stamp using a unique version of the World Wildlife Fund logo.

All the significant philatelic items are matted in France Royal blue.

REPUBLIQUE FRANCAISE
POSTES
0,30
MOUFLON
RESERVE Nle DE BAVELLA (CORSE

Robert Pinet

- Montreal: The Dominion of Canada's Commercial Capital, selected Victorian Advertising Covers

Montreal: The Dominion of Canada's Commercial Capital
Selected Victorian Advertising Covers

William Bellingham illustrated advertising cover

This exhibit of Montreal advertising covers, corner cards, and postal cards from 1853-1903 illustrates how the city developed into the commercial capital of Canada. Important covers are matted in dark blue.

The *first frame* deals with the *transportation system*, which was the key to Montreal's pre-eminence. It continues with *banking*, since some of the businessmen who had helped finance the building of the Lachine Canal and the railways then established banks. *Other financial services*, including currency exchange and insurance companies, follow. While serving a legal function, *patent agents* also played a part in the development of Montreal's industries. The *second frame* begins with *hotels*. They were often built by railway companies and mainly served businessmen. The rest of the frame deals with primary industries such including *lumber, fur, flour,* and *mining & metalworking*. The *third frame* completes the section on industries, with *hydro-electricity*, then turns to *clothing*, and *footwear* manufacturing. *Middlemen*, including commission merchants and manufacturing agents, moved raw goods to wholesalers and retailers. The exhibit ends with covers from the *food* industry.

The Victorian Era in Canada can be said to extend to June 30, 1903, the day before the first stamps portraying King Edward VII were issued

POSTAL RATES		LAYOUT	
Act to Amend the Post Office Laws (1859): Internal letter rate changed from		Shipping	2-3
3 pence to 5 cents per ½ oz.		Railway	4-5
An Act for the Regulation of the Postal Service (1867): Domestic letter rate:		Domestic Transport	6-9
3 cents per ½ oz, prepaid		Banking	10-11
Cross-border letter rate: 6 cents per ½ oz prepaid, 10 cents, unpaid.		Financial Services	12
Post Office Act of 1875: Letters passing by the mail 3 cents per ½ oz.		Insurance	13-14
Local or drop letters, 1 cent per ½ oz		Patent Agents	15-16
Circulars, open, 1 cent per 4 oz.		Hotels	17-20
Registered to Canada, 2 cents		Lumber	21-23
Registered to US and UK, 5 cents		Fur Trade	24
Universal Postal Union Rate (1878): Letters to Europe, 5 cents per ½ oz.		Flour	25-26
Amendment to Post Office Act (1889): Letter rate within Dominion and		Mining	27-32
to US: 3 cents per oz.		Electricity	33-34
Drop rate for delivered letters, 2 cents per oz.		Clothing	35-38
Registered for Canada, 5 cents		Footwear	39-41
Post Office Amendment (1899)) Letters within Canada, 2 cents per oz.		Middlemen	42-44
		Food	45-48

Rejéan Côté

- Médailles et Décorations

MÉDAILLES ET DÉCORATIONS

Cette collection a pour but de renseigner sur l'historique, le port, l'attribution et les divers genres de distinctions honorifiques dans certains pays.

Donna Trathen

- Evolution of Horse Breeds

EVOLUTION OF HORSE BREEDS

This exhibit shows the origin of the horse, many of the different breeds and why we should conserve the rare horse breeds in our world. The significant items will have a red border around them.

The One Cent Green Franklin 1904 Definitive Issue is paying the Third Class Advertising Rate to mail this brochure.

This is an advertising brochure for a breeding service of $15 to this beautiful dark brown Standardbred stallion "Valpato # 28544" in the United States in 1904. In today's horse breeding market the $15 fee is worth about $20,000 because of the quality of this stallion.

Gold Medal Awards
Médailles d'or

Présenté par David Piercey

David Hobden

- In Defense of the Border Canadian Military Mails 1667 - 1885

In Defense of the Border
Canadian Military Mails 1667-1885

Exhibit Scope

The subject of this exhibit is the examination of the Military use of the posts - official, private and military courier, in the development of the Country of Canada and it's evolution between 1667 and 1885. The militaries in this nation, whether French, English or (Canadian) militia were used throughout the period to define the borders within which civilization and by extension its postal system developed. As such our examination of the Military mails is in effect looking deep into the core of our existence as a country. The borders today may have been significantly altered should the outcomes of battles fought by past generations have concluded differently.

Exhibit Plan

Generally arranged chronologically, the period 1667 – 1885 is broken into four major categories:

    1) French vs English 1667 – 1759, France and England vying for dominance.

    2) Struggle for Existence 1760 – 1815, Canada's struggle to prevent U.S. annexation.

    3) Emergence of Militia 1816 – 1851, The development of the Canadian Militia.

    4) Towards a Permanent Force 1852 – 1885, The birth of Canada's Permanent Army.
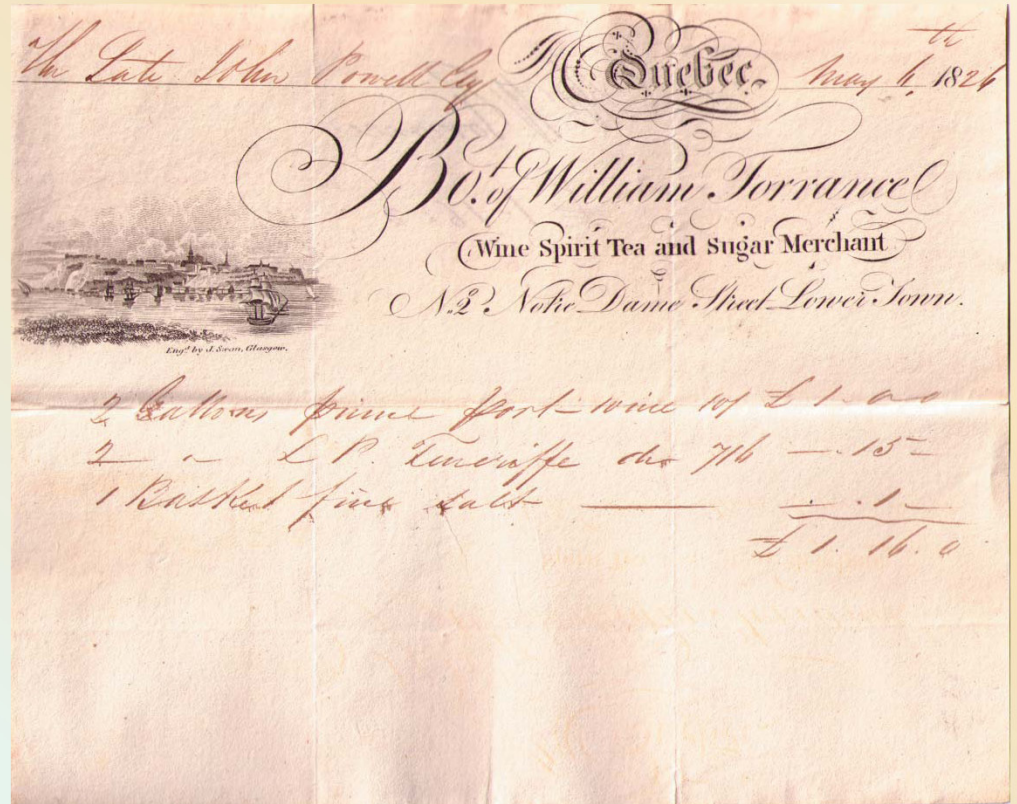
Exhibit Structure & Highlights

An overview of the exhibit and the key items includes, in chronological order; the Marsolet letter of 1667, Canada's earliest reported letter, letters from both captures of Louisburg, Governor Cornwallis' letter from Halifax in the year of its founding, three of four reported Revolutionary War covers pertaining to occupied Canada, one written by an individual of great notoriety, a representation of interwar regular and militia correspondence, a very early Soldiers Rate cover, a substantial number of War of 1812 items including a Prisoner of War letter, firsthand accounts of battles, letters from occupied Canada, including a letter from the U.S. General in Command of the Army of the Northwest and an interesting and perhaps unique first hand account of a Canadian Privateering action. Post War of 1812 British garrison and Canadian militia are including leading to a generous section of 1837 Rebellion material, Soldiers Rate covers both from British troops and Canadian militia, a very interesting cover pertaining to the Provincial Marine of the 1838 (Ontario's Navy), Aroostook War, "Unquiet Border" period of the 1840's through to the 1850's militia development, the U.S. Civil war and its effects on Canada (and Canadians), Fenian Raid and finally the North West Rebellion, the first action of Canada's Permanent Army.

Jacques Poitras / Christiane Faucher

- Histoire Postale de la ville de Québec

Histoire postale

de la ville de Québec

Jacques Poitras / Christiane Faucher

- Lower Canada Double Circle Postmarks

Gary Steele

- **Ottawa Dead Letter Office Handstamps, 1874 to July 1, 1898 Decentralization**

OTTAWA DEAD LETTER OFFICE HANDSTAMPS
1874 to July 1, 1898 Decentralization

The function of the Dead Letter Office (DLO) is to receive and treat mail matter, according to departmental regulations, that cannot be forwarded to the final destination. This can include Domestic mail addressed for delivery in Canada, incoming foreign mail posted outside of Canada and addressed for delivery in Canada, and Canadian mail originally addressed to foreign countries that has been returned with insufficient forwarding information. From 1874, until decentralization took place on July 1st 1898 the Canada Dead Letter Office/Branch was located in Ottawa. This exhibit will show the evolution of handstamps used in Ottawa during that period. The five main types of handstamps were:

Split Circle Handstamps | **Closed Circle Handstamps Office and Branch** | **Closed Circle RECD Numbered Office and Branch**

A small number of Split Circle Handstamps, with varieties in size and markings placed in the hammers, began to appear in the mid 1870s (Earliest recorded use included on page 4). The first Closed Circle Handstamps appeared in 1880 and the Split Circle Handstamps continued in use. The Closed Circle RECD (Received) Handstamps with numbers 1 through 6 were used in conjunction with the other handstamps from 1882 onward to indicate receipt of a postal item.

Shift marking - Circle and Diamond | **Superintendent Oval**

Two other types of handstamps shown are the Shift Marking Circle used from 1878 up to the late 1880s, and the Shift Marking Diamond that appeared in the 1890s and were used until decentralization of the Ottawa DLO into separate Branch Offices across the country on July 1, 1898. Also shown is the Superintendent Oval handstamp used on undeliverable items of a fraudulent nature or of value that required inspection.

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Dead Letter Branch Superintendent P.O. Dept. Canada Handstamp		

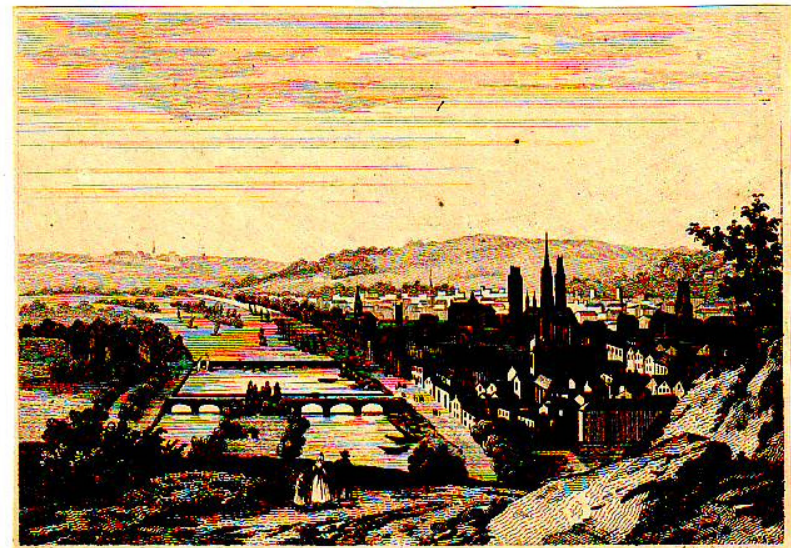■ Items of special interest are bordered in red.

Grégoire Tessyier

- Rouen, Marcophilie des origines à 1848

ROUEN
Marcophilie des origines à 1848

À Rouen (Seine-Maritime, France), un bureau de la *Poste aux lettres* est ouvert dès 1630. La collection illustre l'évolution des marques postales qui ont été successivement utilisées par ce bureau des origines à 1848, soit avant l'apparition du timbre-poste en France.

La trame de fond de cette collection repose donc sur les marques postales, et celles-ci seront présentées et étudiées en fonction de leur finalité, des types et variantes, des périodes d'utilisation et des couleurs employées. En arrière-plan, cette étude permet de s'attarder aux tarifs postaux et à différents éléments de l'histoire postale de cette ville.

Rouen au 18ᵉ siècle

The Rouen (Seine-Maritime, France) Post Office opened in 1630. This collection deals with the postal markings used in this office from the origins to 1848 (before introduction in France of the first Postage stamp).

The postmarks will be studied in regards of their usage, types and varieties, period of use and colors. In a matter of fact, the collection deals also with rates and general considerations about the city postal history.

Kendall Sandford

- Pan American Airways & Associated Airlines Crash Covers

PAN AMERICAN AIRWAYS SYSTEM

PAN AMERICAN AIRWAYS & ASSOCIATED AIRLINES
CRASH COVERS

Pan American Airways started in 1927 with a single route between Key West, Florida and Havana, Cuba. Pan Am then expanded down the Caribbean and both coasts of South America as far as Buenos Aires, Argentina. The airline pioneered the trans-Pacific routes in 1935 and the Atlantic in 1939. Even though Pan Am had an enviable safety record, like any airline that has had so many routes and has been around that long, it has had its share of crashes.

This is an exhibit of covers from aircraft crashes of Pan American World Airways and affiliated airlines between August 1928 and December 1988. It represents every crash during that period from which mail was recovered and is recorded in collectors' hands. The following is a summary of the most important covers:

1. 1st Pan Am Crash – 15 August 1928 - Havana-Key West, ditched in Gulf of Mexico

2. San Jose, Costa Rica - Survey flight - 29 December 1928 - Very few covers carried

3. SCADTA (a Pan Am Subsidiary) crash in Colombia – 16 May 1929 - Very few covers carried

4. Barranquilla, Colombia - 25 November 1931 - Charles Lindbergh - introductory flight by Sikorsky S-40 flying boat "American Clipper" – Delay due to damage to aircraft – **Autographed by Charles Lindbergh, Igor Sikorsky & Basil Rowe**

5. Pan American Grace Airways - Crashed in the Andes 16 July 1932–found 19 months later – Small amount of mail recovered

6. SCADTA - Pereira, Colombia - 10 March 1934 – Sikorsky flying boat "Von Krohn" – Few covers recovered

7. Port of Spain, Trinidad - Sikorsky flying boat - 20 December 1935 - Very few covers carried

8. Pan American Grace Airways – DC-3 - Crashed in the Andes – 19 June 1938 - found 2½ years later - Small amount of mail recovered

9. San Juan, Puerto Rico - Sikorsky flying boat - 3 October 1941 - Very small amount of mail recorded

10. Lisbon, Portugal – Boeing 314 flying boat - "Yankee Clipper" - 22 February 1943 - Covers to various European destinations

11. Antilla, Cuba - Sikorsky flying boat - 8 August 1944 - Very small number of covers recovered

12. Port of Spain, Trinidad - "China Clipper" - 8 January 1945 - Only two covers recorded

13. Shannon, Ireland - 15 April 1948 - "Empress of the Skies" - Very small number of covers recovered

14. Sanaghie, Liberia - 22 June 1951 – Lockheed Constellation - 10 covers recorded

15. Pacific Ocean - Boeing Stratocruiser - ditching - 1 March 1955 - 3 covers recorded

16. Dallgow, East Germany - 15 November 1966 – Boeing 727

17. Calcutta, India - Round the World Flight - Calcutta, India - 13 June 1968 – 3 covers recorded

18. Elmendorf AFB, Alaska – Military cargo charter – 26 December 1968 – 1 cover recorded
    Added since last exhibited

19. Lockerbie, Scotland - 21 December 1988 – Boeing 747 - 5 covers recorded

John Cooper

- The 1928-29 Scroll Issue

The 1928-29 *Scroll* Issue

This issue of a dozen stamps designed and printed by the Canadian Bank Note Company, Limited. includes the *Bluenose*, often described as Canada's most beautiful stamp. The *Scroll* Issue, named for the embellishments surrounding Canada in the design, had a short life span, being replaced by the *Arch* Issue in mid-1930.

A typical traditional exhibit, this display shows die proofs, plate proofs, plates used, large multiples, varieties and examples of usages.

Die Proof

H M KING GEORGE V
BANK OF CANADA
X-V-114
CANADIAN BANK NOTE CO LTD

88 x 100mm Die Sunk on 227 x 152mm Card
Originally used on the 1923 $1 Bill
and reduced for the Scroll Issue

Graham Locke

- The Penny Black Plates

THE
PENNY BLACK
P L A T E S

Great Britain issued the Penny Black on 6 May 1840. It was eventually printed from eleven plates, the last black printing occurring in February 1841. Seven of these 'black' plates also were used to print the Penny Red when the colour was changed for security reasons. Printing in red commenced in December 1840.

The exhibit explores each plate in numerical order, first showing the black stamps then, as applicable, the red printings from that plate. Many matched positions are shown.

The manufacture of the plates using mid nineteenth century technology led to many interesting varieties and these are studied in depth. A few examples of the uses of the stamps are shown but no attempt has been made to explore the postal history of the time.

Plate 2.   Plate 9.

Herb McNaught

- Canada 1908 Quebec Tercentenary Issue

CANADA

THE
1908
QUEBEC
TERCENTENARY
ISSUE

This issue of eight stamps went on sale July 16, 1908 and commemorated the 300th anniversary of the founding of Quebec by Samuel de Champlain in 1608.

Quebec was the first permanent settlement in New France which later became Canada.

The series was designed by Jose A. Machedo, one of the American Bank Note Company's foremost designer. For the first time the French language appeared

James Taylor

- ## St. Pierre Miquelon 1835 - 1937

ST. PIERRE MIQUELON
1835 - 1937

Exhibit Description

St. Pierre and Miquelon served as the commercial and administrative center for French Newfoundland (*Terre Neuve*) which included the French Shore until this concession was ceded to the British in the 1904 *Entente Cordiale*. The French Colonies general issues used at St. Pierre Miquelon, along with overprinted and surcharged French Colonies stamps, are the forerunners of stamps inscribed with the colony name.

Exhibit Legend

= Important items, rare stamps, multiples, errors, rare proofs and exceptional covers

= Expert photo certificate for the item is inserted behind the page

= Expert signature is on the back of the item

1835 pre-stamp folded letter sheet from 'St. Pierre, Terre-neuve' to St. Malo France. *par Le St. Louis* in lower left. Transit mark boxed PAYS D'OUTREMER. Receiving mark # ST.-MALO # /(34) Manuscript '2' is applied the left side for two décimes (20 centimes), the amount due from the addressee

Manuscript (enlarged X 2): St. Pierre de Terre-neuve – le 22 octobre 1835 (signed) G. Colan

James Taylor

- ## St. Pierre Miquelon 1945 – 1964 Victory and Peace

ST. PIERRE – MIQUELON 1945 – 1962
VICTORY AND PEACE

The French island colony of St. Pierre – Miquelon is located in the North Atlantic Ocean, off the south coast of Newfoundland. With final victory in Europe in the spring of 1945, the citizens of the archepelago had survived the wartime hardships and deprivations. This presentation is a traditional exhibit of the post war stamps. The first post war commemorative issues featured war heroes and French victories. The first post war series of regular stamps, airmail issues and postage due stamps appeared in 1947. Additional regular issues, commemoratives and airmails up to 1962 are shown. The exhibit is important because of the stamp design scarce elements (some unique) that are well represented in the exhibit. In addition stamp usages on cover with scarce rates and unusual destinations are shown. Rare and key items are indicated by large red dots.

Airmail issue with allegorical figure of 'Victory'
with sword and laurel wreath
Large sunken die proof in issued color on horizontal laid paper
Embossed seal of the Ministere des Colonies top center

Cours D'Honneur
Court of Honour

Présenté par Francois Brisse

Richard Gratton

- Erreurs, variétés et falsifications des émissions canadiennes de l'année lunaire (1997-2008)

Erreurs, variétés et falsifications des émissions canadiennes de l'année lunaire (1997–2008)

Left: Medal presenter, Francois Brisse
Center: Exhibitor, Richard Gratton
Right: Chairman of the Jury, Sam Chiu

Lola Caron

- Cartes postales de Québec

Mike Rixon

- To, through & from Montreal, a Prestamp Postal History to 1851

THE ROYAL PHILATELIC SOCIETY OF CANADA 1887

to, through & from
Montreal
A Prestamp Postal History to 1851

French Regime – 3 August 1711

Fort Chambly to Montreal
presumably sent by military courier
ex-Sanderson

The Postal History of a city the size and importance of Montreal is as broad ranging as it is fascinating. This exhibit focuses on the pre-stamp era—to 1851 —which coincides with when the Canadian Post Office came under local control.

During the period under discussion, Montreal was the gateway for the vast majority of mails to and from Upper Canada, the US and Overseas as well as the more populous parts of Lower Canada. The exhibit is arranged geographically to reflect Montreal's position at the hub of these routes.

An examination of all the mails passing through the Montreal post office – to, through and from – is required to properly illustrate the growing postal system.

The exhibit also examines the early postal markings of Montreal. In addition to domestic mail, steamboat mail, cross-border mail, ship and packet mail, as well as other international mails are shown.

Best 1-page Exhibit
Meilleure collection d'une page

Lithography offered by
Société philatélique de Québec

Présenté par Père Lafleur

« Consulat Général de France, Québec »

Hugo Deshaye

- Le Double Cercle Brisé "Quebec Can" de 1852

LE DOUBLE CERCLE BRISÉ
« QUEBEC CAN » DE 1852
par Hugo Deshaye

Le pli transatlantique ci-dessous est daté du 3 décembre 1852, à Québec, et est adressé à Cognac, en France. Il a été acheminé à Boston, via Montréal, dans une malle fermée à destination de l'Angleterre. Il a été transporté sur le paquebot à vapeur *Cunard America* (33e voyage) en direction de Liverpool pour atteindre l'Angleterre le 21 décembre 1852. À Londres, il a reçu la marque « CANADA & Art 12 », ce qui indique que le pli est assujetti à l'article 12 de l'accord postal anglo-français. Cet accord est entré en vigueur le 1er janvier 1846 et a eu cours jusqu'au 31 décembre 1855. Il stipulait qu'il y aurait un dû de la France à l'Angleterre de 4/0 Sterling par once ou 30 grammes sur les lettres impayées.

Ci-haut le pli du double cercle brisé "Québec Can" de 1852.
À droite, deux marques QUÉBEC L.C. des Cahiers d'épreuves (Types I et II) et la marque QUÉBEC CAN. superposée au type I, qui peut nous laisser croire que la marque QUÉBEC CAN. est issue du type I altéré.

Le tarif de ce pli impayé est de 2/4 ce qui représente le double 1/2 Sterling du tarif du Canada vers l'Angleterre pour ½ à 1 once. En sol français, précisément à Calais, les marques de réception et de transit ANGL 22 DEC CALAIS et PARIS ont été appliquées. Par la structure française de ¼ once ou 7 ½ gramme, cette lettre qui pesait 16 grammes (voir coin supérieur gauche du pli) a reçu le tarif de 51 décimes représentant le triple 17 décimes par 7 ½ grammes.

La curiosité de ce pli est de toute évidence le fameux double cercle brisé « QUEBEC CAN » qui demeure la seule marque connue à ce jour. À cette période, les indicatifs de provinces étaient : LC, UC, CE, CW, NB et NS. Comme la marque a été utilisée sur du courrier international et à une destination non britannique, il apparaît plus approprié d'utiliser l'abréviation « CAN » plutôt que « L.C. », cette dernière n'ayant probablement aucune signification pour les Français.

Special Awards
Prix spéciaux

British North America Philatelic Society Awards

Présenté par Jean Pierre Forest

Best BNA one frame exhibit

Gary Steele

- Ottawa Dead Letter Office Handstamps, 1874 to July 1, 1898 Decentralization

OTTAWA DEAD LETTER OFFICE HANDSTAMPS
1874 to July 1, 1898 Decentralization

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Dead Letter Branch Superintendent P.O. Dept. Canada Handstamp		

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Best Researched BNA exhibit

Jacques Poitras / Christiane Faucher

- Lower Canada Double Circle Postmarks

Best BNA 2 'n' 4 exhibit

David Schurman

- **The Canadian Federal Bill Stamps**

THE CANADIAN FEDERAL BILL STAMPS

MAJOR VARIETIES AND THEIR USAGE

1st Issue

2nd Issue

3rd Issue

Beginning in 1864, the Province of Canada authorized the use of revenue or fiscal stamps. These stamps were affixed to documents in order to indicate that the proper fee was paid for a legally sanctioned tax or service. The first kinds of stamps that were issued pertained to the gathering of fees on financial "instruments" - usually cheques or promissory notes.

The objective of this exhibit is to describe and display the Federal Bill issues of the 1860's. In addition, some major and minor varieties will be shown. Also presented will be a good representation of various documents indicating the way these stamps were used at the time.

Second Bill Issue Proof: a rare strip of three of the $3 value on thin India paper with the full imprint from the printers: American Bank Note Co. - New York

NOTE: References used in compiling information on these issues was drawn from Edward Zaluski's volume 1 of *Canadian Revenues (Federal Bill and Law Stamps)* and from Erling van Dam's *Canadian Revenue Stamp Catalogue*, some issues of *RevNews* (van Dam) as well as some personal communications with Mr. van Dam as well as Mr. Chris Ryan.

Best BNA exhibit

David Hobden

- In Defense of the Border Canadian Military Mails 1667 - 1885

In Defense of the Border
Canadian Military Mails 1667-1885

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AMERICAN AIR MAIL SOCIETY
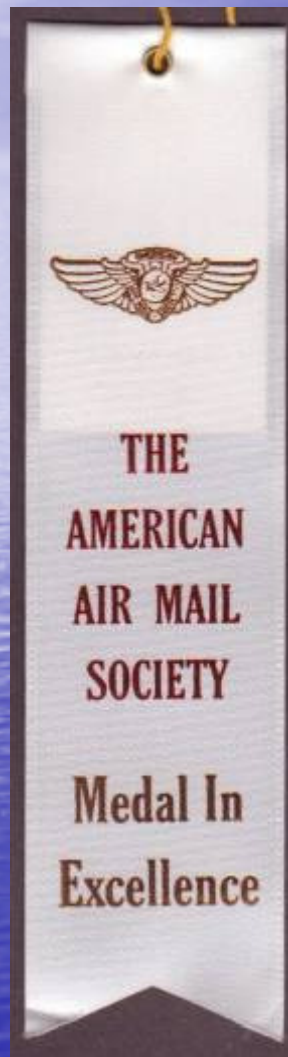Organized in 1923 in the interest of Aerophilately and Aerophilatelists everywhere

American Air Mail Society
Award and Medal
for best exhibit in Aerophilately
and Lithography offered by
Société philatélique de Québec

AAMS Medal

« Soir de Promenade, Québec »

Kendall Sandford

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PAN AMERICAN
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5. Pan American Grace Airways - Crashed in the Andes 16 July 1932–found 19 months later – Small amount of mail recovered

6. SCADTA - Pereira, Colombia - 10 March 1934 – Sikorsky flying boat "Von Krohn" – Few covers recovered

7. Port of Spain, Trinidad - Sikorsky flying boat - 20 December 1935 - Very few covers carried

8. Pan American Grace Airways – DC-3 - Crashed in the Andes – 19 June 1938 - found 2½ years later - Small amount of mail recovered

9. San Juan, Puerto Rico - Sikorsky flying boat - 3 October 1941 - Very small amount of mail recorded

10. Lisbon, Portugal – Boeing 314 flying boat - "Yankee Clipper" - 22 February 1943 - Covers to various European destinations

11. Antilla, Cuba - Sikorsky flying boat - 8 August 1944 - Very small number of covers recovered

12. Port of Spain, Trinidad - "China Clipper" - 8 January 1945 - Only two covers recorded

13. Shannon, Ireland - 15 April 1948 - "Empress of the Skies" - Very small number of covers recovered

14. Sanaghie, Liberia - 22 June 1951 – Lockheed Constellation - 10 covers recorded

15. Pacific Ocean - Boeing Stratocruiser - ditching - 1 March 1955 - 3 covers recorded

16. Dallgow, East Germany - 15 November 1966 – Boeing 727

17. Calcutta, India - Round the World Flight - Calcutta, India - 13 June 1968 – 3 covers recorded

18. Elmendorf AFB, Alaska – Military cargo charter – 26 December 1968 – 1 cover recorded **Added since last exhibited**

19. Lockerbie, Scotland - 21 December 1988 – Boeing 747 - 5 covers recorded

Canadian Aerophilatelic Society Award Plaque for Excellence in Aerophilately

Présenté par Chris Hargreaves

Neil Hunter

- ## Evolution of Air Mail – Toronto Ontario

EVOLUTION OF AIR MAIL - TORONTO, CANADA

FROM BIPLANE TO JET

The first authorized delivery of mail by air in Canada was a flight in a Curtiss JN-4 (**Canuck**) biplane from Montreal to Toronto in 1918. Toronto's importance as an air mail centre evolved over the next fifty years. The limited flying ranges of the early aircraft restricted most early mail flights to the Quebec City - Windsor corridor. Until the Second World War, international flights were limited to routes through Montreal, Buffalo and Detroit. The introduction of long-range jet aircraft resulted in Toronto becoming the leading air mail centre in Canada.

The early flights, while important to prove that mail could be carried by air, did not result in permanent air mail routes being established. The period from 1928 to 1932 saw the establishment of regular air mail routes. Mail was initially flown from/to Leaside Airport (closed in 1931), Downsview Airport (opened in June 1931), or Toronto Harbour (seaplane port). In 1932, the Department of National Defence raised concerns about winter conditions at the Downsview Airport and considered warning American and Canadian pilots to avoid Toronto during winter months.

Most of the early mail routes were short-lived and were closed down by 1932 due to the lack of funds during the Great Depression. The Downsview airfield was allowed to stay open as Toronto was developing as a major air mail centre within Canada.

The air mail routes were slowly re-established in the mid to late 1930's. On August 29th, 1938, the Toronto Municipal (Malton) Airport commenced operations as a major air mail centre and principal customs point of entry for aircraft from the United States.

Development of long-range aircraft during the Second World War improved mail services to and from Toronto. In 1941, the Post Office introduced special cancelling hammers for air mail through the Toronto airport.

The period between 1946 and 1958 saw significant improvements to commercial aircraft including longer flying ranges and turbo-prop engines. These advances meant longer air mail routes could be established through Toronto.

The first air mail to be carried by jet aircraft from Canada was on April 18th, 1950 on a test flight from Toronto to New York. However, it took until 1959 before regular air mail service by jet aircraft was established. By 1967 eight airlines were using Toronto International Airport (Malton). Jet aircraft have ensured Toronto's position as the major air mail centre for Canada.

The presentation has been divided into periods of development. These are:

    1918 to 1927 - Pioneer Years (frame 1)
    1928 to 1932 - Beginning of Regular Air Mail Routes (frames 1 - 3)
    1933 to 1939 - Air Mail Routes (frames 3 - 4)
    1940 to 1945 - The War Years (frames 4- 5)
    1946 to 1966- Air Mail Routes and Jet Age (frame 5)

Within each grouping, except for the Pioneer Years, the following sub-groupings have been used:

        - Canada Air Mail Routes
        - Canada - United States Air Mail Services and Routes
        - International Destinations

American Association of Philatelic Exhibitors
Award of Excellence

Présenté par Père Lafleur

Janice Brookes

- Mediterranean Mouflon first stamp showing the World Wildlife Fund Logo

MEDITERRANEAN   MOUFLON

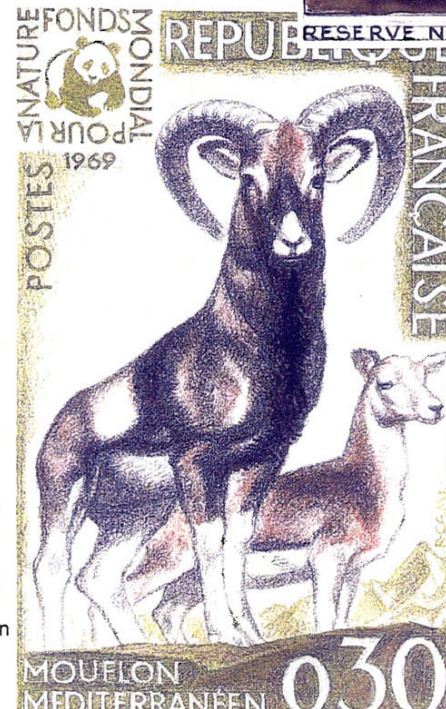First Stamp Showing The World Wildlife Fund Logo

1. STAMP PRODUCTION
   - 1.0 Un adopted essay
   - 1.1 Scan of original artwork
   - 1.2 Artist Proof
   - 1.3 Colour trial plate proofs
   - 1.4 Deluxe Sheet
   - 1.5 Black colour trial and Imperforated Pair
   - 1.6 Photo Essay
   - 1.7 Production of Final Stamp
2. THE FIRST DAY OF ISSUE
   - 2.1-2.2 First Day Covers
   - 2.3 Maximum Cards
3. PROPER USAGES AND COMMERCIAL MAIL
   - 3.0 Proper Usage in France
   - 3.1 Proper usages for commercial mail
   - 3.2 Proper Postal rates to the United States of America
4. SPECIAL USAGES OF THE MOUFLON STAMP
   - 4.1 1971 Janus Forest Philatelic Exposition Cover
   - 4.2 Hand-painted souvenir card

REPUBLIQUE FRANCAISE POSTES

MOUFLON   RESERVE N^le DE BAVELLA (CORSE)

0,30

The France mouflon stamp is the beginning of a fabulous and on going topical collection of the World Wildlife Fund. Since 1983, some 1440 different stamps have been issued in 210 countries. The money from the sale of the stamps has helped fund a variety of conservation projects for endangered species

Two unadopted essays for the stamp were designed. In 1961, the first essay was done by Gaudern. The stamp was to be part of a four stamp set for Fren National Parks. The rate change to .45f in 1969, with two rate changes .30f in 1961 to .40f in 1966. The second essay, in gree was done by Robert Cami, the engraver for the actual stamp using a unique version of the World Wildlife Fund logo.

All the significant philatelic items are matted in France Royal blue.

American Association of Philatelic Exhibitors
Award of Excellence

Robert Pinet

- Montreal: The Dominion of Canada's Commercial Capital, selected Victorian Advertising Covers

Montreal: The Dominion of Canada's Commercial Capital
Selected Victorian Advertising Covers

If not delivered in FIVE DAYS, return to
WM. BELLINGHAM,
P. O. BOX 264, - MONTREAL.

PORTABLE SPRING BAG HOLDER.

William Bellingham illustrated advertising cover

This exhibit of Montreal advertising covers, corner cards, and postal cards from 1853-1903 illustrates how the city developed into the commercial capital of Canada. Important covers are matted in dark blue.

The *first frame* deals with the *transportation system*, which was the key to Montreal's pre-eminence. It continues with *banking*, since some of the businessmen who had helped finance the building of the Lachine Canal and the railways then established banks. *Other financial services*, including currency exchange and insurance companies, follow. While serving a legal function, *patent agents* also played a part in the development of Montreal's industries. The *second frame* begins with *hotels*. They were often built by railway companies and mainly served businessmen. The rest of the frame deals with primary industries such including *lumber, fur, flour,* and *mining & metalworking*. The *third frame* completes the section on industries, with *hydro-electricity*, then turns to *clothing*, and *footwear* manufacturing. *Middlemen,* including commission merchants and manufacturing agents, moved raw goods to wholesalers and retailers. The exhibit ends with covers from the *food* industry.

The Victorian Era in Canada can be said to extend to June 30, 1903, the day before the first stamps portraying King Edward VII were issued

POSTAL RATES	LAYOUT	
Act to Amend the Post Office Laws (1859): Internal letter rate changed from 3 pence to 5 cents per ½ oz.	Shipping	2-3
An Act for the Regulation of the Postal Service (1867): Domestic letter rate: 3 cents per ½ oz, prepaid	Railway	4-5
	Domestic Transport	6-9
Cross-border letter rate: 6 cents per ½ oz prepaid, 10 cents, unpaid.	Banking	10-11
Post Office Act of 1875: Letters passing by the mail 3 cents per ½ oz.	Financial Services	12
Local or drop letters, 1 cent per ½ oz	Insurance	13-14
Circulars, open, 1 cent per 4 oz.	Patent Agents	15-16
Registered to Canada, 2 cents	Hotels	17-20
Registered to US and UK, 5 cents	Lumber	21-23
Universal Postal Union Rate (1878): Letters to Europe, 5 cents per ½ oz.	Fur Trade	24
Amendment to Post Office Act (1889): Letter rate within Dominion and to US: 3 cents per oz.	Flour	25-26
	Mining	27-32
Drop rate for delivered letters, 2 cents per oz.	Electricity	33-34
Registered for Canada, 5 cents	Clothing	35-38
Post Office Amendment (1899)) Letters within Canada, 2 cents per oz.	Footwear	39-41
	Middlemen	42-44
	Food	45-48

American Association of Philatelic Exhibitors Creativity Award

David Brown

- The Search for Gold, Prospectors, Pilots and Places of the Red Lake Gold Rush

The Search for Gold
Prospectors, Pilots and Places of the Red Lake Gold Rush

A prospector with his dog team and fully loaded sleigh looks up when hears the drone of an airplane overhead. It will take him 5 days after leaving Hudson to reach the Red Lake mining camp; those aboard the JN4 Cunuck bi-plane will arrive in just over one hour. The Red Lake Gold rush was the proving ground for the pratical use of the airplane.

Exhibitors Original Photo

This historical acount begins with the early days of the Red Lake Gold rush in 1926, continues with the devleopment of mines, the establishment of communities, and concludes with the building of the road to Red Lake in 1947. A very special appreciation is felt for the mining pioneers of the day, the adventuresome group that piloted the flights, the mechanics who kept them flying, and the entrepreneurial spirit of the early airline company owners.

ONTARIO
Red Lake
Kenora
Thunder Bay
Sault Ste. Marie
Toronto

American Topical Association Awards

Présenté par Père Lafleur

ATA First Award

Donna Trathen

- Evolution of Horse Breeds

EVOLUTION OF HORSE BREEDS

This exhibit shows the origin of the horse, many of the different breeds and why we should conserve the rare horse breeds in our world. The significant items will have a red border around them.

is the dam of Rubush, that paced a mile in 2:32 with 30 day's work.

Walkill Prince sire Letta C., 2:16¼; Minnie W., 2:17¼, and eight others in 2:30 list; also the dams of six, including Strathmeath, 2:10¼.

Walkill Prince was sired by Hambletonian 10, sire of 40 and dams of 117 in 2:30 list; the grandsire of Nancy Hanks, 2:04; Mascot, 2:04, etc., etc.

Tricolet's dam was Mohawk, Jr. '605, record 2:26, sire of Yellow Dock, 2:20¾; Fashion, 2:23½; Lady Clark, 2:27, and others.

Mohawk, Jr., by Mohawk, sire of Lew Wallace, 2:28½; Mohawk, Jr., 2:26, etc.

That Valpato will sire speed is not doubted, as he not only inherits but possesses this marked quality in a marked degree. He sired Shelby Boy, that went a mile in 2:27 at three years of age; a four-year-old that trotted a mile in 2:35 untrained. A number of his colts will be trained this year.
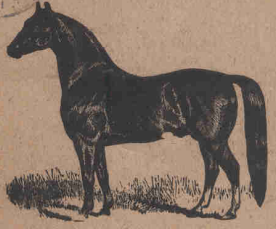
Gambetta Wilkes, the sire of Valpato, has a number of sons, no better than Valpato, whose service fee is $25 to $50. We are offering you the chance to breed to a horse whose rank in breeding is equal to the best in the world for a service fee charged for horses of ordinary breeding.

He will make the season of 1904 at John H. Butler's livery barn, on South Tompkins street, one block west of the court house, Shelbyville, Ind., at $15 to insure a living colt.

Will not be responsible for any accidents that may occur.

GEO. A. PARRISH, } Owners.
JOHN H. BUTLER, }

VALPATO

28544

The WILKES HAMBLETONIAN STALLION.

The One Cent Green Franklin 1904 Definitive Issue is paying the Third Class Advertising Rate to mail this brochure.

This is an advertising brochure for a breeding service of $15 to this beautiful dark brown Standardbred stallion "Valpato # 28544" in the United States in 1904. In today's horse breeding market the $15 fee is worth about $20,000 because of the quality of this stallion.

ATA Second Award

Rejéan Côté

- Médailles et Décorations

MÉDAILLES ET DÉCORATIONS

Cette collection a pour but de renseigner sur l'historique, le port, l'attribution et les divers genres de distinctions honorifiques dans certains pays.

Best First Time Exhibitor Award
(Novice Award)
Prix pour la meilleure collection exposée pour la première fois

Lithography offered by:
Lithographie offerte par la:
Jean Pierre Forest

LES HAUTES VALEURS DE L'ÉMISSION
DES TIMBRES DE LOI DU QUÉBEC
1912-1962

5 $ Bleu   10 $ Violet-brun   20 $ Rouge-brun   30 $ Vert-olive

Les instruments sur lesquels des timbres doivent être apposés s'appliquent à et comprennent toutes matières, procédures, memoranda, actes, instruments, documents et papiers de quelque nature que ce soit sujets à contrôle de cette législature (...) Statuts du Québec, *Chap. II, Art. 6, Sect. 3 (1868)*

PRIX *JEAN-PIERRE-FOREST*
Meilleure première participation d'un membre
de la Société philatélique de Québec à une exposition
nationale de la Société royale de philatélie du Canada

Rejéan Côté

- **Médailles et Décorations**

MÉDAILLES ET DÉCORATIONS

Cette collection a pour but de renseigner sur l'historique, le port, l'attribution et les divers genres de distinctions honorifiques dans certains pays.

Youth Grand Award
also with AAPE Award
Grand prix jeunesse
et Prix de l'AAPE

Philippe Talarico

- La musique par les instruments

La musique par les instruments

PLAN

Cette collection de timbres vous fera découvrir le merveilleux monde de la musique du début du XIVe siècle jusqu'à la fin du XXe siècle. Les instruments sont classés selon leurs types : instruments à corde, à vent et les percussions. J'espère que vous saurez apprécier ma présentation sur les instruments de musique.

Trophy of the
Société philatélique de Québec
Trophée de la
Société philatélique de Québec
Best member exhibit from the SPQ
Meilleure collection d'un membre de la SPQ

Présenté par Jean Pierre Forest

Jacques Poitras / Christiane Faucher

- Histoire Postale de la ville de Québec

Histoire postale

de la ville de Québec

Serge
BERNIER

Jacques
CASTONGUAY

André
CHARBONNEAU

Yvon
DESLOGES

Larry
OSTOLA

MILITARY HISTORY
of
QUEBEC
CITY
1608–2008

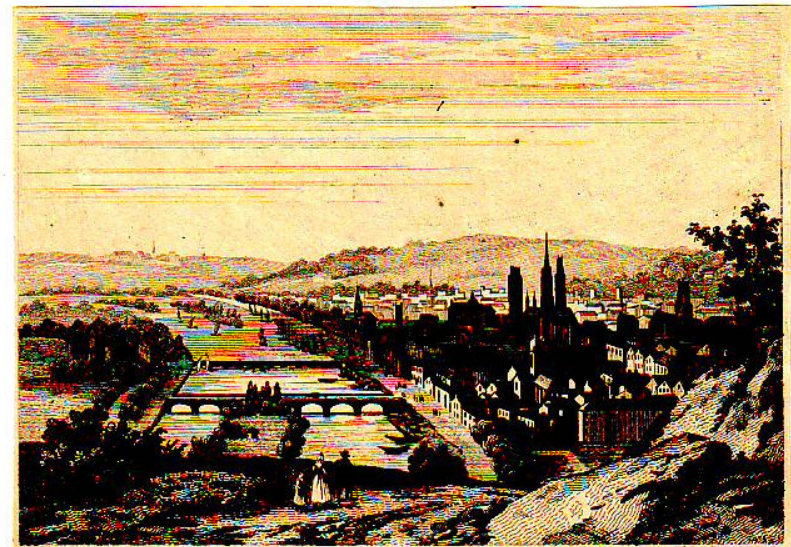**ART GLOBAL**

Grégoire Tessyier

- Rouen, Marcophilie des origines à 1848

ROUEN
Marcophilie des origines à 1848

À Rouen (Seine-Maritime, France), un bureau de la *Poste aux lettres* est ouvert dès 1630. La collection illustre l'évolution des marques postales qui ont été successivement utilisées par ce bureau des origines à 1848, soit avant l'apparition du timbre-poste en France.

La trame de fond de cette collection repose donc sur les marques postales, et celles-ci seront présentées et étudiées en fonction de leur finalité, des types et variantes, des périodes d'utilisation et des couleurs employées. En arrière-plan, cette étude permet de s'attarder aux tarifs postaux et à différents éléments de l'histoire postale de cette ville.

Rouen au 18e siècle

The Rouen (Seine-Maritime, France) Post Office opened in 1630. This collection deals with the postal markings used in this office from the origins to 1848 (before introduction in France of the first Postage stamp).

The postmarks will be studied in regards of their usage, types and varieties, period of use and colors. In a matter of fact, the collection deals also with rates and general considerations about the city postal history.

Philatelic Specialists Society
Award of Merit
Société des philatélistes spécialisés
Meilleure recherche philatélique

James Taylor

- St. Pierre Miquelon
  1835 - 1937

French Shore 1783-1904

Notre Dame Bay

Bonavista Bay

Newfoundland

Conception Bay

St. Pierre et Miquelon (France)
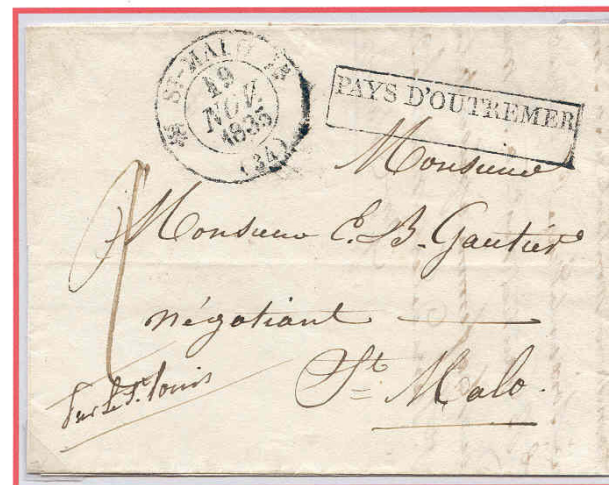
ST. PIERRE MIQUELON
1835 - 1937

Exhibit Description

St. Pierre and Miquelon served as the commercial and administrative center for French Newfoundland (*Terre Neuve*) which included the French Shore until this concession was ceded to the British in the 1904 *Entente Cordiale*. The French Colonies general issues used at St. Pierre Miquelon, along with overprinted and surcharged French Colonies stamps, are the forerunners of stamps inscribed with the colony name.

Exhibit Legend

☐ = Important items, rare stamps, multiples, errors, rare proofs and exceptional covers

📄 = Expert photo certificate for the item is inserted behind the page

✍ = Expert signature is on the back of the item

1835 pre-stamp folded letter sheet from 'St. Pierre, Terre-neuve' to St. Malo France. *par Le St. Louis* in lower left. Transit mark boxed PAYS D'OUTREMER. Receiving mark # ST.-MALO # /(34) Manuscript '2' is applied the left side for two décimes (20 centimes), the amount due from the addressee

Manuscript (enlarged X 2): St. Pierre de Terre-neuve – le 22 octobre 1835 (signed) G. Colan

Exhibits Nominated for the top Award

David Hobden

- ## In Defense of the Border Canadian Military Mails 1667 - 1885

In Defense of the Border
Canadian Military Mails 1667-1885

Exhibit Scope

The subject of this exhibit is the examination of the Military use of the posts - official, private and military courier, in the development of the Country of Canada and it's evolution between 1667 and 1885. The militaries in this nation, whether French, English or (Canadian) militia were used throughout the period to define the borders within which civilization and by extension its postal system developed. As such our examination of the Military mails is in effect looking deep into the core of our existence as a country. The borders today may have been significantly altered should the outcomes of battles fought by past generations have concluded differently.

Exhibit Plan

Generally arranged chronologically, the period 1667 – 1885 is broken into four major categories:

    1) French vs English 1667 – 1759, France and England vying for dominance.

    2) Struggle for Existence 1760 – 1815, Canada's struggle to prevent U.S. annexation.

    3) Emergence of Militia 1816 – 1851, The development of the Canadian Militia.

    4) Towards a Permanent Force 1852 – 1885, The birth of Canada's Permanent Army.
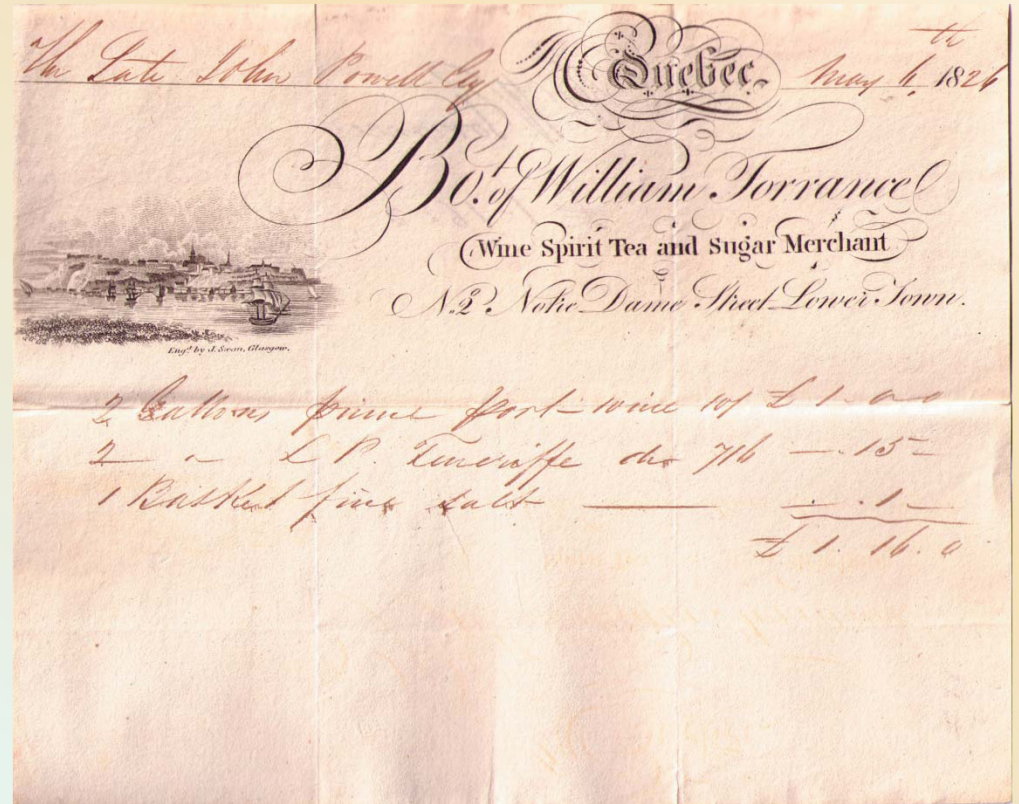
Exhibit Structure & Highlights

An overview of the exhibit and the key items includes, in chronological order; the Marsolet letter of 1667, Canada's earliest reported letter, letters from both captures of Louisburg, Governor Cornwallis' letter from Halifax in the year of its founding, three of four reported Revolutionary War covers pertaining to occupied Canada, one written by an individual of great notoriety, a representation of interwar regular and militia correspondence, a very early Soldiers Rate cover, a substantial number of War of 1812 items including a Prisoner of War letter, firsthand accounts of battles, letters from occupied Canada, including a letter from the U.S. General in Command of the Army of the Northwest and an interesting and perhaps unique first hand account of a Canadian Privateering action. Post War of 1812 British garrison and Canadian militia are including leading to a generous section of 1837 Rebellion material, Soldiers Rate covers both from British troops and Canadian militia, a very interesting cover pertaining to the Provincial Marine of the 1838 (Ontario's Navy), Aroostook War, "Unquiet Border" period of the 1840's through to the 1850's militia development, the U.S. Civil war and its effects on Canada (and Canadians), Fenian Raid and finally the North West Rebellion, the first action of Canada's Permanent Army.

Jacques Poitras / Christiane Faucher

- Histoire Postale de la ville de Québec

Histoire postale

de la ville de Québec
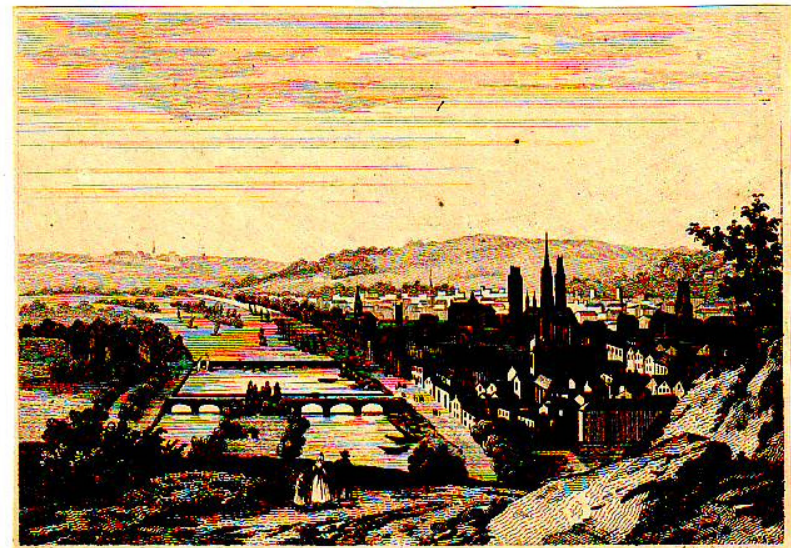
Grégoire Tessyier

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  des origines à 1848

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John Cooper

- The 1928-29 Scroll Issue

The 1928-29 *Scroll* Issue

his issue of a dozen stamps designed and printed by the Canadian Bank Note Company, Limited. includes the *Bluenose*, often described as Canada's most beautiful stamp. The *Scroll* Issue, named for the embellishments surrounding Canada in the design, had a short life span, being replaced by the *Arch* Issue in mid-1930.

A typical traditional exhibit, this display shows die proofs, plate proofs, plates used, large multiples, varieties and examples of usages.

Die Proof

H M KING GEORGE V
BANK OF CANADA
X-V-114
CANADIAN BANK NOTE CO LTD

88 x 100mm Die Sunk on 227 x 152mm Card
Originally used on the 1923 $1 Bill
and reduced for the Scroll Issue

Third Grand Prize
third best overall exhibit
Troisième grand prix
troisième meilleure collection

given by: offert par:
Royale*2008*Royal

Présenté par Jean Pierre Forest

« Samuel de Champlain, Québec »

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Reserve Grand Prize
second best overall exhibit
Grand prix de réserve
deuxième meilleure collection

donated by: offert par:

Ron Brigham

Jacques Poitras / Christiane Faucher

- Histoire Postale de la ville de Québec

Histoire postale

de la ville de Québec

Grand Prize

best overall exhibit

Grand prix

meilleure collection

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Royale*2008*Royal

Présenté par Rick Penko

David Hobden

- In Defense of the Border Canadian Military Mails 1667 - 1885

In Defense of the Border
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Draw
Tirage

Good Night
Bonsoir

Additional views of the exhibit floor