CANADIAN PHILATELIST



Journal of the
ROYAL PHILATELIC SOCIETY of CANADA

VOLUME XX NUMBER 3

EASTER IN MONTREAL

May 1. 1969

Dear Friends:—

During the last month I have been extremely busy travelling around the country buying collections.

On easter week-end I drove down to Montreal, leaving here on Friday and on Saturday I valued stamps from early morning until about 8 o'clock at night. There were 53 albums to value including quite a few of Scott's Specialty. The British Colony group, particularly the British West Indies was extremely fine, strong in the early issues and George V. There were many sets complete to the £ including the commemoratives. The foreign section was interesting, especially the volume of Italy, which contained many of the better sets complete. All in all, it was a full days work, and my offer was accepted, and the trunk of the car was filled with the 53 albums. I drove back to Toronto on Sunday and locked up the lot, and one of thesedays I will get around to putting it into stock. That is of course, if someone doesn't come along and buy the whole thing.

On Sunday I had a nice drive to Expo and walked about the beautiful park lands adjoining Expo, looked at the buildings and entertainment section which were quite deserted, but it won't be long until everything is going full blast again. I look forward to visiting the show this summer.

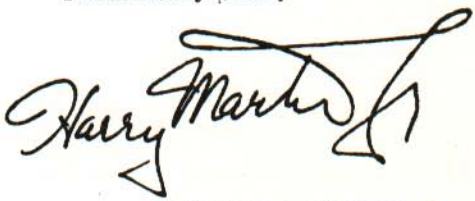
Another trip was with a car full of stamps that I took down to Ann Arbour Michigan, and sold to a dealer there and I turned around and came back home on the same day. When I say "a car load" there were 55 steel drawers filled with mint sets. (People will wonder what kind of a car I run around in.) It's a Chev. This was a very handsome stock of stamps and the dealer was very happy to get the lot. Another trip I made was to London, Ontario, where I was guest speaker at the London Stamp Club. They had a real good turnout, and I enjoyed my visit there very much, and I hope that they got something out of what I had to say.

One of the more interesting experiences this month was in the purchase of the Estate of the Late Mr. C. A. MacDonald. The stamps had been stored for a considerable time in the vault room of a large Forest Hill Village home. Unfortunately the dampness had got in and had done some damage to the stamps, sticking many of them together, however, the bulk of the stock was used, and no harm was done there. I spent one Saturday sitting in the vault with just enough room for a chair and card table. I valued over 120 boxes of stamps. There was also many stock books, mint sheets, files and albums. After the figures were completed we had refreshments upstairs, and the Executors of the Estate were happy to accept my offer. The Canadian stock was very good. There were a large number of Special Delivery Airmails, Special Deliveries and Postage Dues, all very useful for our business.

I think that you can appreciate that one of the interesting things about the stamp business is the wonderful people that you meet, and this was so in the case of the MacDonald Executors, Mrs. J. Skey and her brother, Mr. C. MacDonald. My good friend, Mr. Ed. Johnson, introduced me to this lot of stamps and as a matter of fact he did a tremendous amount of work preparing this huge accumulation for valuation. You migh recall my writing about the purchase of Mr. Johnson's collection about a year ago.

I'm still looking for and buying — STAMPS.

Philatelically yours,



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THE CANADIAN PHILATELIST

EDITOR
KENNETH ROWE, Apt. 403, 90 Warren Road
Toronto 7, Canada

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MANUSCRIPTS should be typewritten, double spaced, one side of page. The submission of a manuscript to this journal is held to imply that it has not been published, is not under consideration for publication, elsewhere. Postage is required if the material is to be returned.

REVIEWS Books and Literature for review should be addressed to the Editor.

SUBSCRIPTIONS The Canadian Philatelist is available only as part of membership in the Royal Philatelic Society of Canada. Membership information may be obtained from the Secretary, Walter Anderson, Box 3144, Station "C", Ottawa, Canada. Sample copy $1.00.

CORRESPONDENCE requiring a reply must enclose an addressed and stamped envelope.

ADVERTISING All advertising correspondence and copy should be addressed to the Advertising Manager, Mrs. G. M. Geldert, Apt. 1510, 195 Clearview Avenue, Ottawa 3, Canada.
Special low rates are applicable for Chapter Listings. The Publishers reserve the right to decline any advertising submitted. Acceptance of an advertisement does not constitute official endorsement of the material advertised.

(Opinions expressed in the various articles in this journal are those of the writers and not necessarily endorsed by the Society and/or this journal)

EDITORIAL:

"Hobbies should be wives not mistresses. It does not do to have more than one at a time."

☆ ☆ ☆

One of our chapter presidents has informed us that some of his members have been receiving unsolicited approval selections. Our advice to anyone who receives such material is that you are under no obligation to purchase no matter what the invoice may say and you are also under no obligation to return the material if return postage is not enclosed.

However this does not mean that you can appropriate the material and use it as if it were your own because by so doing you thereby incurr an obligation. Retain the material intact and after a reasonable period write to the sender informing him that if he does not forward return postage, including the cost of your letter, within 10 days the material will be destroyed. Keep a copy of your letter and if there is no reply within the stated time destroy the material.

Please inform one of the officers of this society of your action so that we may support you by insuring that the name of the offending dealer is communicated to both the C.S.D.A. and the Better Business Bureau.

Remember that the foregoing advice only applies if the material is truly unsolicited. If you have answered an advertisement which offered a free gift, providing that it accompanied an approval selection, you have entered into a contract with the dealer and it is your responsibility to return the material. Always read advertisements very carefully, particularly the kind that offer "free" gifts.

☆ ☆ ☆

We are indebted to Jim Sissons for the donation of the Minute Book of the Montreal Philatelic Society for the years 1889 to 1914. This Society was one of the first of the local clubs to be organized and their minutes, by-laws and membership list make very interesting reading. Thanks Jim. We are always happy to receive such historical material.

☆ ☆ ☆

IMPORTANT ANNOUNCEMENT

With regret we have learned that, due to health reasons, Dr. F. G. Stulberg will not be able to carry on as Convention Chairman. He has worked long and hard on the preliminary organisation and we will miss his active participation. We are lucky that another well known and able philatelist, in the person of Mr. Harold Gosney, has offered to carry on with this exacting task and we hope that all concerned will give him the support needed for a successful convention. Other arrangements are unchanged.

☆ ☆ ☆

We have been informed by the Post Office that our magazine no longer qualifies for Second Class Mail priveleges. This gives us the option of third class mail which costs twice as much and is twice as slow or first class mail which costs five times as much. We do not want to have to increase our dues if we can avoid it so we are mailing this issue by third class mail. I would be pleased to hear from members who would be kind enough to drop me a note of the date of receipt so that an analysis of the delay can be made.

☆ ☆ ☆

I note with interest that even Sotheby's of London are having some of their reduced rate mailing posted by a Danish distributor in Copenhagen. The normal rate from London is 3 pence and the rate from Copenhagen is 30 ore so I fail to see where the advantage is unless 30

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We extend our congratulations to Dr. J. H. Sachis, Russ Waines and Harry Zifkin who were recently awarded the fellowship of the Royal Philatelic Society of London.

☆ ☆ ☆

The Canal Zone Study Group has just issued their first quarterly of 1969. The Canal Zone Philatelist is devoted entirely to the stamps and history of the Canal Zone.

Most of the articles and pictures are for the specialist as they refer to rarities, errors, new discoveries, and minor varieties. One article explains ways of detecting varieties by going into the length of the CANAL overprint and the space between CANAL and ZONE. Another article tells about SCADTA stamps used in Canal Zone with a C Z overprint.

The president, George W. Brett, invites all to attend either of the CZSG meetings. One will be held during the WESTPEX show in the Jack Tar Hotel, San Francisco, Calif. from April 25 to 27, 1969. The other meeting will be held on Sunday April 27 after a 9:00 AM breakfast at the Traymore Hotel, Atlantic City, N.J. during the SOJEX show.

Anyone interested in further information contact Al Bew, 29 S. South Carolina Ave. Atlantic City, N.J. 08401. A sample copy of the Canal Zone Philatelist will be sent upon receipt of 50c.

☆ ☆ ☆

'PHILYMPIA 1970' PROSPECTUS PUBLISHED

The Prospectus of PHILYMPIA 1970—The International Stamp Exhibition to be held at Olympia, London, England, from September 18th to 26th 1970—has now been published. It contains all the information required by intending exhibitors including the Provisional Entry Form which has to be completed and returned to the organisers by October 31st, 1969.

Postal History as a class has been omitted in all groups but entries may include up to 25% pre-adhesive material within the exhibit where the entrant finds this necessary to provide an overall balance in the exhibit.

Frames. PHILYMPIA 1970 has been planned to accomodate 3,600 display frames in the competitive sections, thus allowing for all the major collections throughout the world to be represented.

Application for the Prospectus should be addressed to the Exhibition Secretary, Philympia 1970, Walter House, 418-422 Strand, London. W.C.2 England. The inclusion of a 6d. stamp (or I.R.C. from overseas applicants) would be appreciated.

☆ ☆ ☆

CHAPTER BULLETIN AWARD

A number of chapters submitted sets of their bulletins in this competition and the judging committee assigned awards as follows:

A. Chapters with more than 50 members:
   First—Edmonton Stamp Club
   Second—Canadian Association for Isreal Philately
   Third—Canadian Armed Forces Stamp Exchange Club
   Fourth—Societe de Philatelique de Quebec.

B. Chapters with less than 50 members:
   No entries.

We congratulate all who entered on a fine job well done—Keep up the good work.

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American Philatelic Society

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Director of Publicity (Convention Chairman) Harold Gosney and Associate Coordinator of Youth Michael Madesker manning the RPSC stand at INTERPEX.

THE R.P.S.C. AT INTERPEX

At New York's Americana Hotel on March 14, 15 and 16 the Society's lounge was visited by a large number of collectors attending the 11th. annual INTERPEX. It was our first appearance at this large exhibition; also the first time for the nearby Canadian Post Office which attracted a steady procession past our tables.

A special feature was an eye-catching display relating to our new program of education for the young. Its Co-ordinator, Mr. A. Ben-David, and his associate, Mr. Michael Madesker, were on hand to explain their work and to exchange ideas with members of other societies engaged in encouraging youthful enthusiasts.

Representing the Society, these officials and the Publicity Director were kept busy explaining its advantages to American collectors and distributing the new leaflets with information on membership. It is certain that the pleasant contacts made and the new friendships formed at INTERPEX will be beneficial to the Society.

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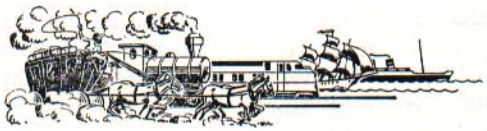
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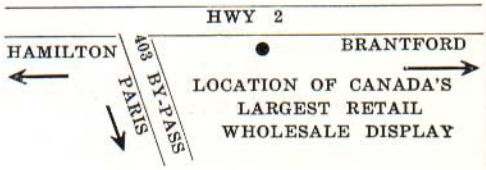
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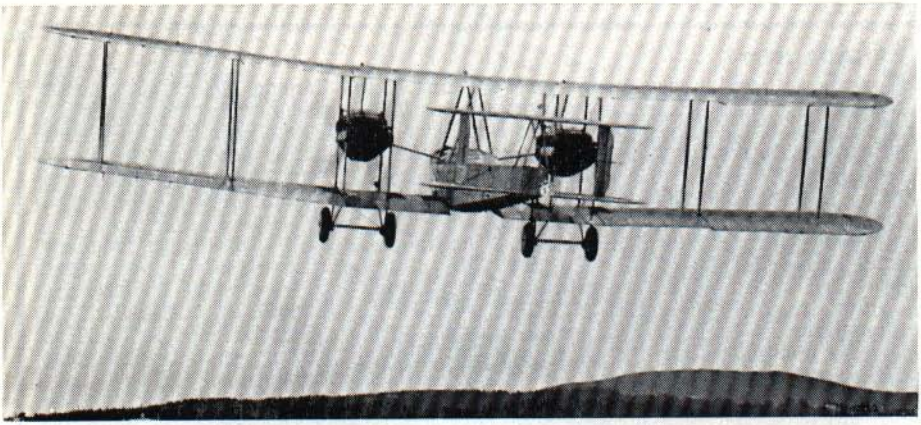


Figure 1—A test flight of the Vickers Vimy aircraft at Quidi Vidi on 9 June 1919 prior to the first successful flight on 14 June by Alcock & Brown. (Rolls Royce Ltd.)

Special Covers At The "Royal" Convention In Toronto 13 - 15 June, 1969

The 41st Annual Convention of the Royal Philatelic Society of Canada taking place in Toronto on June 13, 14, 15 coincides with the 50th Anniversary of the first non-stop Atlantic flight from St. John's, Newfoundland to Clifden, Ireland by Capt. John Alcock and Lt. Arthur Whitten-Brown.

A special stamp is scheduled for issue by the Post Office Department of Canada to mark this historic event. The day of issue will take place on one of the Convention days, 13 June, and special covers are being prepared that will reflect both events. Exhibition covers with the exhibition's special postal die cancellation will also be available on 14 and 15 June.

Covers will depict Alcock and Brown with appropriate details on the cover. A special card inside will read:

"50th ANNIVERSARY OF THE FIRST NON-STOP TRANS-ATLANTIC FLIGHT

Date: 14—15 June, 1919

Times: Take-off 4:28 p.m. 14 June, 1919, at Lester's Field St. John's Newfoundland. Landed 8:40 a.m. — 15 June, 1919 in a bog near Clifden, Ireland.

Route: St. John's, Newfoundland to Clifden, Ireland. Approximately 1800 miles.

Flying Time: 16 hours and 12 minutes; 4:28 p.m. 14 June, 1919 to 8:40 a.m. 15 June, 1919.

Crew: Captain John Alcock, D.S.O., Pilot. Born in Manchester, 1892; WWI R.F.C. fighter pilot and aerobatic instructor; knighted 21 June, 1919 for Trans-Atlantic flight. Killed in air crash at Cote d'Evrard, Rouen, France, 18 December, 1919. Lieutenant Arthur Whitten-Brown, Navigator. Born in Glasgow, 1886; trained for aerial navigation; in WWI served in the Manchester Regiment in 1915 and later in R.F.C. as an Observer. Worked as an engineer for Ministry of Munitions. Knighted 21 June, 1919, for Trans-Atlantic flight. Died in Swansea, Wales on 3 October, 1948.

Aircraft: Vickers-Vimy biplane. Two 375 h.p. Rolls-Royce Eagle VIII En-

CANADA NEWS

Work is well under way on the new editions of the Canada Basic Catalog and the Canada Plate Block Catalog and publication date should be June 1, 1969. High time, as it's over 4 years since the last editions came out. We are asked almost weekly: why not issue them every year? Well that would be the quick road to bankruptcy. No matter how it's figured each and every book we print costs at least $10.00 and it takes us at least 4 years to save up enough money to subsidize the new editions!

We could use several pages of this magazine to list all the various valuable informative sections of the 2 catalogs, but we are cutting costs. Here is what you need to know: We are printing only enough to take care of all advance orders. NO NEW ORDERS WILL BE ACCEPTED AFTER PUBLICATION so if you want to be certain of getting the pair when published send in $6.00 as soon as possible within the above period. This will be our only advertisement offering the catalogs.

There will be one exception to this. We are donating 200 catalogs each to our favorite charity and those who miss out getting the books by June 1st can buy them at $10.00 each provided the check is made out to a very worthwhile group. By the way, they also solicit used mission type mixtures which are resold to carry on their work. Address on request.

* * * * *

THE MINIATURE SHEETS

More or less in between catalog editions, the Canadian P.O. issued no less than 17 different miniature sheets. They had practically no publicity, served a strictly postal purpose and it is now a year or more since they were discontinued to be replaced by something else.

What is not generally realized is that amongst these miniature sheets there are now some so rare that they can compare quite favorably with such a scarce item as the U.S.A. White Plains sheet. Of the 17, only 11 are listed in one general catalog, and of those priced, we do need several for stock and will be happy to pay full to double catalog.

Otherwise we offer all 17 quite complete fine mint for $50.00.

12 of these we have fine used, and price is $50.00 for the 12. 8 of the sheets have quite rare first day cancels, and by the way, the new edition of the Basic Catalog will list first day covers and cancels.

* * * * *

CANADA 1968

1968 is the first year of Canada's second hundred years of stamps and at what better point to start! Begin a collection of Canadian stamps, if not for yourself, for any offspring born in 1968.

We offer very complete 1968 Canada collections on approval. Whatever you do don't ever imagine such a collection cnsists of but 12 or 13 stamps as officially announced. What actually came out is a revelation as 2 printers experimented with new methods of printing and perforating. Our 1968 collections tell the whole story and in quantity contain many hundreds of stamps. All variations by the way, will be listed in the new edition of the Canada Basic Catalog.

* * * * *

CANADA REVENUES, etc.

Greatly interested in the purchase of all Canada sidelines such as revenues, proofs, specimens, valuable plate blocks errors and all minor varieties. In particular require all possible Supreme Court revenue stamps and will purchase any quantity, even if it is a single specimen. All better regular Canada also wanted particularly 19 Century including covers and in any condition, from poor to superb. Submit any of the above for offer or with price wanted.

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Figure 2—In the words of LCDR K. Mackenzie-Grieve, "Machine en-route to aerodrome." This photo depicts the tremendous obstacles the first flyers had to contend with to get the crated aircraft to the selected aerodrome. In this situation the Sopwith Atlantic of Hawker and MacKenzie-Grieve is on its way through mud and tree roots to Glendenning's Farm. Note the relaxed driver atop the aircraft case. (Source—widow of LCDR MacKenzie-Grieve).



Figure 3—The Sopwith "Atlantic after a successful test flight over St. John's, Nfld, on 18 Apr. 1919. Personnel about the aircraft are apparently Sopwith personnel. (Source—widow of LCDR MacKenzie-Grieve).

WHEN is the right moment to sell your collection?
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Figure 4—A group photo taken in May 1919 of participants in the 1919 Trans-Atlantic race prior to arrival of Alcock and Brown. The photo appears to be on the front steps of the Cochrane Hotel. Left to right, front row: Mr. Pritchard; Major C. W. F. Morgan, navigator for Raynham; Harry Hawker, Australian pilot of Sopwith "Atlantic"; Major Freddie P. Raynham, pilot of the Martinyde "The Raymor"; and Captain M. H. Fenn, the Sopwith team manager. Left to right, back row: Mr. A. J. Peters, pilot of the Boulton and Paul Alliance "Seabird" aircraft; LCDR K. Mackenzie-Grieve, R.N., navigator for Harry Hawker in the Sopwith "Atlantic"; and Mr. G. E. Platford. "Atlantic" crashed in the sea 700 miles from Ireland on May 19th and "The Raymor" at Quidi Vidi on 18th May leaving Alcock & Brown to make the first successful flight. (Daily Mail, London).

gines capable of 103 m.p.h. at 6500 feet.

Details: Carried 840 gallons of gasoline, 40 quarts of oil, two crew members, and one bag of mail composed of 196 envelopes and one parcel.

Philatelic: Postmaster General of Newfoundland, Dr. J. Alex Robinson authorized the surcharging of 10,000 15c. stamps of the 1897 series with a black, four-line surcharge: "Trans-Atlantic / Air Post, / 1919. / One Dollar". The 196 envelopes carried are post-marked 10 to 13 June, 1919, St. John's, Newfoundland.

A Souvenir of the 41st Annual Convention of the Royal Philatelic Society of Canada, Westbury Hotel, Toronto, Ont. June 13-15, 1969."

Covers, available at two prices, will be mailed directly to the purchaser. The address on each cover will be put on by peelable label. Covers with the .15 cent Trans-Atlantic stamp will cost .50 cents, and covers with a 6 cent commemorative stamp will cost 40 cents. A combination of 3 covers is recommended: 13 June - 15 cent stamp on cover @ .50¢; 14 June - 6 Cent commemorative stamp on cover @ .40¢; and 15 June - 6 cent commemorative stamp on cover @ .40¢. The commemorative stamps used for two days will be different. Those ordering the 3 envelopes and enclosing $1.50 will also receive two 1967 Canadian Centennial souvenir pins. If payment is made by cheque please add .25 cents to cover Bank cheque handling charges. Orders should be sent to Major R. K. Malott, 16 Harwick Crescent, Ottawa 6, Ontario, Canada, as soon as possible to facilitate preparation.

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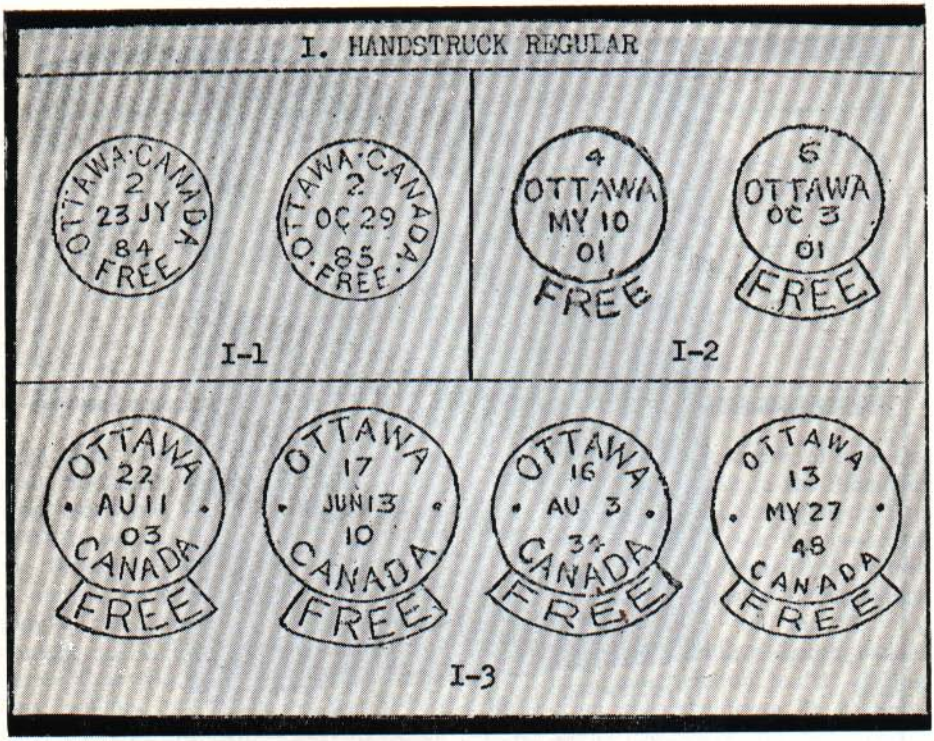
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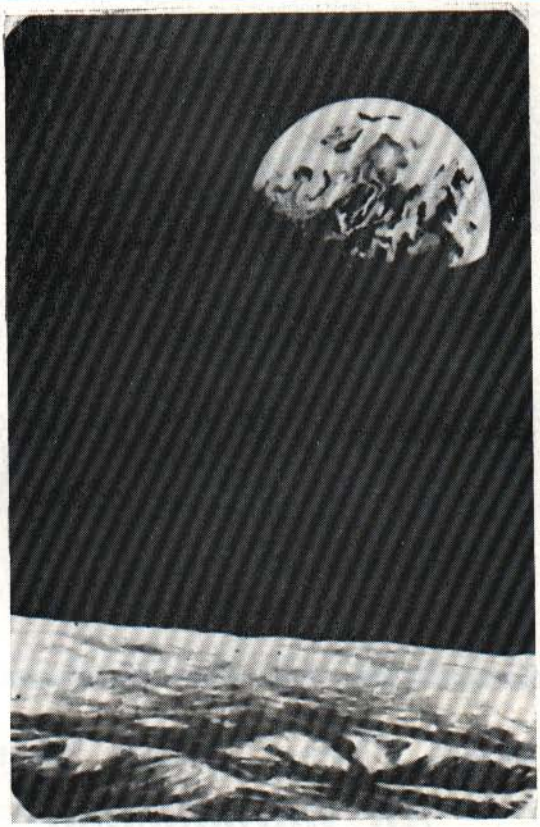
Ottawa "Free" Date Stamps: An Introduction

By RALPH D. MITCHENER #7941

Various types of these date stamps have been recorded, mainly by Jarrett in his 1929 **B.N.A. Book.** Mention has been made of a few in other philatelic writings I've seen. After having tried to classify the general types and subtypes for some time, it has become apparent that numerous unrecorded subtypes exist. Rather than spend many more months trying to classify them on my own, I thought that an introductory discussion of the main general types could lead to a sharing of information. I am indebted to Colin Bayley of Ottawa for allowing me to check his collection.

In order to delimit clearly the area under consideration, one must distinguish between Ottawa post office "FREE" date stamps (with "FREE" incorporated as an integral part) on the one hand; and those of the Senate, House of Commons, and individual government departments on the other. Only the former, which seem to have been introduced in the early 1880's, are considered here. Jarrett listed a wide variety of the latter. Boggs' **The Postage Stamps and Postal History of Canada** recorded some Senate and House of Commons markings, but less extensively than in Jarrett's listing.

A. Forerunners (covers with normal Ottawa date stamps and, usually, a separately handstruck "FREE"): Covers have been seen dated from October 30, 1866 to August 30, 1881, and often have other franks or date stamps indicating their origin (e.g.) crowned Senate date stamp and crowned "FREE"). Such governmental correspondence should



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exist from late 1865 when the government of the Province of Canada moved from Quebec to Ottawa. Sometimes the "FREE" is struck in such proximity to the Ottawa date stamp that the use of a duplex handstamp is suggested, although the examples I've seen varied enough to indicate this was not the case. If it was, the duplex must have been wobbly. It might be noted that free franking for Ottawa post office business correspondence should extend back to the Bytown era.

B. Date stamps with "FREE" incorporated as an integral part (covers also often have other franks or date stamps indicating their origin):

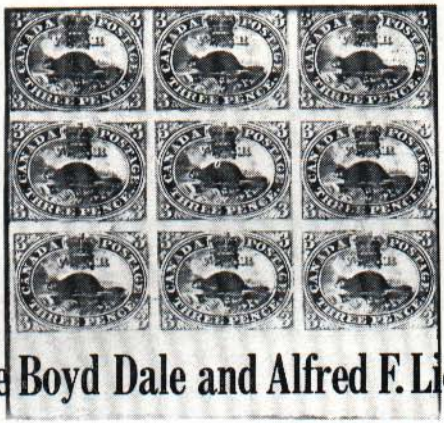
I. Handstruck regular: There seem to be three main types, all with varieties.

Type I-1 (Jarrett #1520; Boggs HS-022): The earliest date I have seen in April 5, 1884; the latest March 27, 1895. There are at least two varieties, with and without dots before and after "FREE". The lettering differs slightly on these two varieties. The usual indicia is "2", although the April 5, 1884 example noted, which is without dots and was struck in this case as a receiving mark on a post card to Ottawa, has the indica "4". Higher numbers appeared on the dotted variety in the 1890's (e.g. "4" and "5"), and I have seen one example dated June 5, 1892 (a Sunday) without an indicia number.

Type I-2 (Jarrett #1531): This keyhole type exists with both a boxed and unboxed "FREE". Two types of the unboxed variety (differing in the diameter of the circle) have been seen. The earliest date for this type I've recorded is January 27, 1896 (unboxed); the latest October 31, 1901 (boxed). Indicia numbers noted include "3" to "8". A somewhat similar Ottawa duplex cancel had indicia numbers up to "8" during this period. According to E. A. Smythies, higher numbers did not appear on the duplex until 1902-03 so perhaps this same pattern applied to this "FREE" date stamp.

Type I-3 (Jarrett #1533): There are numerous varieties of this keyhole type, as would be expected because of its use from the early 1900's to at least the late 1950's. Jarrett recorded two varieties, although several existed by 1929, as noted on various covers and in the pages of proof strikes of cancellers, etc. manufactured during the period of about 1908 to about 1925 by the Pritchard-Andrews Company of Ottawa, Limited, in the possession of Colin Bayley. I have yet to see the variety Jarrett illustrated as #1533 with the circle incomplete above "FREE". The varieties seen include differing sizes of "FREE" (tall and thin, wide and squat, etc.) and varying diameters of the circle. Indicia numbers would seem to relate to hours (i.e. "1" to "24" should be possible). Incidentally, Bayley's proof strike pages show impressions of Montreal "FREE" date stamps of this general type.

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II. Handstruck Registered: H. W. Harrison had illustrations of two types in his article on "Canada's Oval Registered Date Stamps" in the May-June 1966 issue of **The Canadian Philatelist.** Jarrett noted one. Boggs was silent, as was Smythies in **Canadian Registered Letter Stamps and Cancellations 1875-1902.** In the sense that these are not cancellations, Smythies' handbook would not be expected to contain details about them.

Type II-1: Harrison's reference was to an incomplete strike on a stamp, dated 1890. The cover I have is dated December 24, 1886. This rectangular date stamp is similar in style (except for the "FREE") to a regular Ottawa registered date stamp used at this time (Jarrett #1470).

Type II-2 (Jarrett #1462): The two covers I have are dated January 19, 1893 and January 10, 1899. Harrison noted a date of December 23, 1893. Jarrett's illustration showed a date of May 2, 1898. He referred to another date (September, 1873) in his listing. This could be in error as it is doubtful if this type existed about ten years prior to the regular "FREE" date stamps, assuming of course that the first regular "FREE" date stamp did not appear until the early 1880's.

III. Machine: There seem to be three general types, with many varieties of the first. To my knowledge, little has been written about them.

Type III-1 ("FREE" alone): The earliest example I have seen is dated January 14, 1913. Sub-types were used at least into the 1950's. A reference to this general type is made in an article by Ann Dorian on "Modern Canadian Postal Markings" in the May-June 1960 issue of **The Canadian Philatelist.** Sub types exist in a variety of thick and thin letters, and one appeared in the 1940's with the "FREE" in large letters almost the height of the city and date die.

Type III-2 ("FREE" between wavy lines): This seems to have been used

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from the mid-1930's to about 1940. Roy Wrigley briefly and somewhat imprecisely noted this and the following type in "Canada OHMS Officials 'On Cover'" in the September-October 1965 issue of **The Canadian Philatelist,** and again in his "Canadian Postal Stationery - Canada OHMS Officials on Cover" in the January-February 1968 issue of **The Canadian Philatelist.**

Type III-3 ("FREE/CANADA/FRANCO" with straight lines): This is the only bilingual type noted and has been seen on covers of the 1950's and early 1960's. At least two varieties, differing in the width of the letters, exist.

Strikes of similar machine types exist with different lettering in the dater hub to the "FREE" and the dater hub dies being separate and thus interchangeable.

Covers with handstruck or machine date stamps could be grouped by point of origin, under such headings as:

a) The Senate;

b) The House of Commons;

c) Government departments, agencies, etc.; and

d) Foreign diplomatic missions.

Further specialization could be under such categories as:

a) Registered covers with regular or machine date stamps;

b) Mourning covers (Victoria - 1901, Edward VII - 1910, George V - 1936, George VI - 1952);

c) "FREE" covers with stamps added for delivery outside Canada (although in some cases covers addressed outside Canada were delivered unstamped);

d) "FREE" date stamps cancelling stamps (handstruck examples could be due to stamps being affixed for special delivery, etc., while machine cancels are more likely to have been made in error on private correspondence);

e) use of wartime economy envelopes;

f) Franks of various government departments and of senior government officials (annual editions of **The Canadian Parliamentary Companion** in the

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1800's and **The Canadian Parliamentary Guide** in the 1900's give the names of senior officials);

g) Franks of Senators and Members of Parliament (a useful reference is J. K. Johnson (ed.), **The Canadian Directory of Parliament, 1867-1967,** published in 1968 by The Public Archives of Canada, Ottawa, which contains biographical entries on all Senators and Members of Parliament);

h) Franks of various foreign countries on diplomatic mail.

More information on these interesting date stamps would be welcomed, especially with regard to other types and sub-types, dates of usage, and articles or references on this subject which I may have missed.

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The philatelic press in London has recently been publishing a number of contributions on the subject of international exhibitions and there is little doubt that philatelists throughout the country are taking a very considerable part in the promotion of the International show which will be held in September 1970.

There is a strong feeling in many quarters that the patronage of the F.I.P. (Federation Internationale Philatelie) has become an infringement of philatelic liberty. It is even possible that if an international exhibition is held that does not enjoy F.I.P. patronage then those who exhibit may find their exhibits banned from future exhibitions held under F.I.P. rules.

In recent years it has been customary to have two international exhibitions a year and it is, of course, not unreasonable that there should be some central body who can advise countries of the plans of others so that two international exhibitions are not held too close together.

Some members of the trade have been complaining that the selection of the exhibition venue is often not in the interests of the stamp trade. Frankly, we do not think that this is a valid complaint. If the philatelists of Timbuctoo want to hold an international exhibition, then we endorse their right to do so. To all those philatelists in Canada who took part in the organization of the 1951 exhibition in Toronto will agree that this was done in order to spread the philatelic gospel to more Canadians. To organise an exhibition is hard work for a much longer period than a year by a number of enthusiasts who are working on an honorary task.

Some members of the London trade have suggested that they should have a say where an exhibition is to be held, but outside the nationals of the countries organising an exhibition, we do not think that there is much merit in this suggestion. Has any Canadian the right to tell an American where an exhibition is to be held? Has an American got the same right as far as the Canadians are concerned?

Another argument that we do not support is that the exhibition could not be held without the financial support of the stamp trade who therefore should be allowed to choose where and when the exhibition should be held. While it is true that the stamp trade pay for much of the cost of an exhibition, they only do so because this is a commercial venture on which they believe they will make a profit. If they do not want to support an exhibition they do not have to. In any case, from whom do they get the money with which they finance the exhibition? The philatelist and the stamp collector is the only answer.

It is my feeling that our hobby is one of the very few liberties left to us and we should be jealous that these liberties are preserved for this is the only way to ensure the life and health of the hobby.

The suggestion has been made that it would be simple to arrange with the permanent officials of the U.P.U., the most successful international organisation in the world, to advise enquiries when the next exhibition was going to be held. A simple agreement that one international philatelic exhibition was not held within 500 miles of another during ten months following such an exhibition is surely all the international regulations that we want.

There are many other exhibition matters which are concerning British Philatelists at the present moment. There is sincere movement afoot to help exhibitors to achieve the maximum success and judging by the results of the annual British Philatelic Exhibition, there are many more collectors who are exhibiting with a considerably higher standard.

☆ ☆ ☆

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We recently had occasion to converse on the telephone with a resident in Toronto who asked **"can you say what a lot in auction is going to fetch?" No, but I can tell you what it is worth. You may have two bidders who really want the item or two who dislike each other and the lot makes a crazy price. Also, there may be two bidders who have enjoyed their lunch and in a haze of alcoholic enthusiasm go wild."**

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Port of Halifax about 1842, by Wm. Henry Bartlett
(Courtesy Public Archives of Canada)

Highlights From The Early Days Of The Cunard Line

By J. C. ARNELL #8170

I. The Beginning

From the time of the voyage of the American steam auxiliary vessel **Savannah** from Savannah, Georgia to Liverpool, England in 1819, people dreamed of the day that steam would replace sail on the North Atlantic. During the next generation, several other steam assisted sailing vessels made trans-atlantic crossings from west to east. The possibility of a transatlantic voyage by a steam driven vessel in the opposite direction aroused great interest in Britain during the thirties. Finally in April 1838, two steam vessels set out for New York within four days of each other to capture this prize. They were the **Sirius,** which left Cork on 4 April, and the **Great Western,** which sailed from Bristol on 8 April. Although she was much slower than her rival, the **Sirius** had a shorter distance to cover and managed to reach New York a few hours before the **Great Western.**

When the **Sirius** was steaming home from her first voyage to New York in May 1838, the Admiralty mail packet **Tyrian** was also returning from Bermuda and Halifax, after having delivered the March Mail for British North America, the United States (via the Cunard mail boat between Halifax and Boston) and Bermuda. As the **Tyrian** lay rolling in a flat calm several hundred miles from Falmouth, she was overtaken by the **Sirius.** Having been the first steamer to carry mail from England to America, the **Sirius** was returning with 17,000 letters; these were being carried free of charge because the U.S. Post Office had made no provision for packet mail and local postmasters were instructed to collect one cent for their own use on such mail and

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send it to the postmaster at the port of departure for dispatch. The captain of the **Tyrian** decided to speed the delivery of the mail he was carrying by transferring it to the steamer.

Aboard the **Tyrian** was the distinguished Nova Scotian newspaper editor, Joseph Howe, who, having just made his name as a vigorous advocate of responsible government for Britain's North American colonies, was on his first visit to England. As his father, John Howe, had been Deputy Postmaster General of the maritime provinces for many years, Joseph was quick to appreciate the significance of the scene he was witnessing. While the mail was being transferred, Howe visited the **Sirius** and heard first hand accounts of the highly successful voyage.

This meeting of sail and steam, far out in the Atlantic made a deep impression on Joseph Howe and on reaching England, he, with the support of two other prominent Nova Scotians who were fellow travellers, sent an address to the Colonial Secretary regarding the imperative need for steam communication between England and British North America. He based much of his argument on the fact that during the Rebellions of 1837 the official dispatches were sent home by way of New York and he contended that a steamship line would permit rapid communication 'though channels exclusively British.' The British government saw merit in this proposal and as a result the Admiralty in November 1838 placed an advertisement calling for tenders for a service between England and Halifax, and also between Halifax and New York. This was to be a monthly service to Halifax from any one of the following five ports — Liverpool, Bristol, Plymouth, Falmouth or Southampton—and steamships of at least 300 horsepower were to be used.

Two tenders resulted, but neither met the requirements and were not taken up. The St. George Steam Packet Company, owner of the **Sirius,** offered a service from Cork in Ireland, while the Great Western Steamship Company proposed a service out of Bristol to Halifax some two years in the future after two larger vessels had been built. At about the same time, Samuel Cunard of Halifax came to England to seek a contract for a transatlantic steam packet service. He had been carrying mails under contract out of Halifax to Boston, Newfoundland and Bermuda with sailing vessels for some years and also had had shares in the Canadian Steamship **Royal William,** so that he understood both mail carrying and steam. However he was without either the necessary vessels or adequate financial resources. Before approaching the Admiralty, he obtained the agreement of Robert Napier, an eminent Glasgow marine engineer, to build the vessels, and the financial backing of two prominent British shipping men, George Burns and David MacIver to launch the undertaking; he also enlisted the support of Joseph Howe. By offering a

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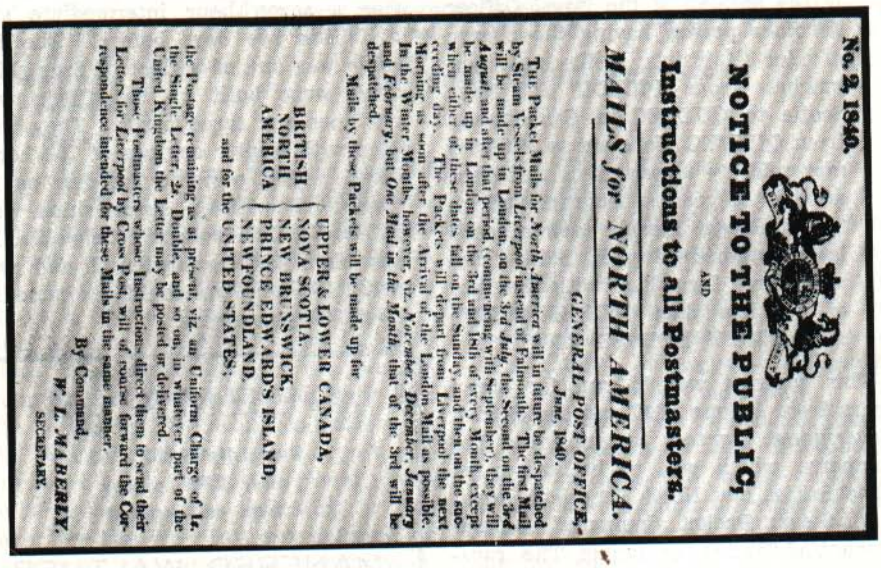
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489-1344



No. 2, 1840.

NOTICE TO THE PUBLIC,

AND

Instructions to all Postmasters,

MAILS for NORTH AMERICA.

GENERAL POST OFFICE,
June, 1840.

THE Packet Mails for *North America* will in future be despatched by Steam Vessels from *Liverpool* instead of Falmouth. The first Mail will be made up in London, on the *3rd July*, the Second on the *3rd August*, and after that period, commencing with September, they will be made up in London on the 3rd and 18th of every Month, except when either of these days fall on the Sunday, and then on the succeeding day. The Packets will depart from Liverpool the next Morning as soon after the Arrival of the London Mail as possible. In the Winter Months, however, viz. *November, December, January* and *February*, but *One Mail* in the Month, that of the 3rd will be despatched.

Mails by these Packets will be made up for

BRITISH NORTH AMERICA { UPPER & LOWER CANADA, NOVA SCOTIA, NEW BRUNSWICK, PRINCE EDWARD'S ISLAND, NEWFOUNDLAND,

and for the UNITED STATES;

the Postage remaining as at present, viz. an Uniform Charge of 1*s.* the Single Letter, 2*s.* Double, and so on, in whatever part of the United Kingdom the Letter may be posted or delivered.

Those Postmasters whose Instructions direct them to send their Letters for *Liverpool* by Cross Post, will of course forward the Correspondence intended for these Mails in the same manner.

By Command,
W. L. MABERLY,
SECRETARY.

G.P.O. Notice announcing the changes in the transatlantic mail service with the introduction of the Cunard steam vessels.

better service than called for and undertaking to meet the required conditions, Cunard received his first contract to provide a transatlantic steam packet service in 1839.

The preamble to this contract set out the basic concept for the new services:

"ARTICLES OF AGREEMENT made this 4th day of May in the year of our Lord 1839 BETWEEN THE COMMISSIONERS for Executing the Office of LORD HIGH ADMIRAL of the United Kingdom of Great Britain and Ireland for and on behalf of Her Majesty of the one part and SAMUEL CUNARD of Halifax in Nova Scotia Esquire of the other part Witnesses that the said SAMUEL CUNARD doth hereby for himself his heirs Executors and Administrators covenant promise and agree with and to the said Commissioners that he the said SAMUEL CUNARD his Executors and Administrators shall and will during the continuance of this Contract diligently faithfully and to the satisfaction of the said Commissioners for the time being and with all possible speed CONVEY Her Majesty's MAILS and DESPATCHES twice in every Calendar Month from LIVERPOOL in the County of Lancaster in that part of the United Kingdom called England TO HALIFAX aforesaid and also twice in every Calendar Month from HALIFAX aforesaid TO LIVERPOOL aforesaid by means of a sufficient number of good substantial and efficient STEAM VESSELS each of such Vessels being supplied and furnished with Engines of not less than THREE HUNDRED HORSES Power. And also will in like manner convey Her Majesty's Mails and Despatches twice in every Calendar Month to and from each of the under-mentioned places — viz. — from HALIFAX aforesaid to BOSTON in the United States from BOSTON aforesaid to HALIFAX aforesaid and when and as often as the River SAINT LAWRENCE is unobstructed by ICE or Navigable

in the opinion of the Naval Officer or other person having the charge of Her Majesty's Mails and Despatches from PICTOU in Nova Scotia to QUEBEC in Canada and from QUEBEC aforesaid to PICTOU aforesaid by means of a sufficient number of good substantial and efficient Steam Vessels each of such last-mentioned Vessels being supplied and furnished with Engines of not less than ONE HUNDRED AND FIFTY HORSES POWER".

This contract was to run for seven years from 1 June 1840 and the British Government agreed to subsidize the company, which was to be known as "The British and North American Royal Mail Steam Packet Company" ,in the amount of £55,000 per annum. The transatlantic vessels were to continue on to Boston after a brief stop at Halifax on their outward trips and after a stay at Boston of approximately two weeks return to Halifax for a stop of a few hours on their return trip to Liverpool. The mails for Newfoundland and Bermuda from Halifax were to be dispatched by subsidiary services, which were the subject of separate contracts with Samuel Cunard.

Prior to the official start of the service from Liverpool, a smaller steamship, the **Unicorn,** made an earlier crossing with the mails. This vessel, which was 162 feet long, of 650 tons and with 560 horsepower engines, had been purchased by Samuel Cunard from the Glasgow and Liverpool Line to meet his commitment to operate a mail service between Pictou, Nova Scotia and Quebec City. As this vessel was available before the specially built transatlantic steamships were ready, an advance trip was made to Halifax and Boston to make the necessary dockage arrangements at the latter port.

The maiden voyage of the **Britannia,** which inaugurated the Cunard Line, started at Liverpood on 4 July 1840 and terminated at Boston on 18 July 1840, after a seven hour intermediate stop at Halifax two days before. The **Britannia** was one of a fleet of four ships, which were built on the Clyde with brig lines and three masts. They were fitted with Napier engines of 750 horsepower, which powered wooden paddle wheels. The three sister ships were the **Acadia, Caledonia** and **Columbia.** All were about 205 feet in length and averaged 1,150 tons and could accommodate about 100 passengers.

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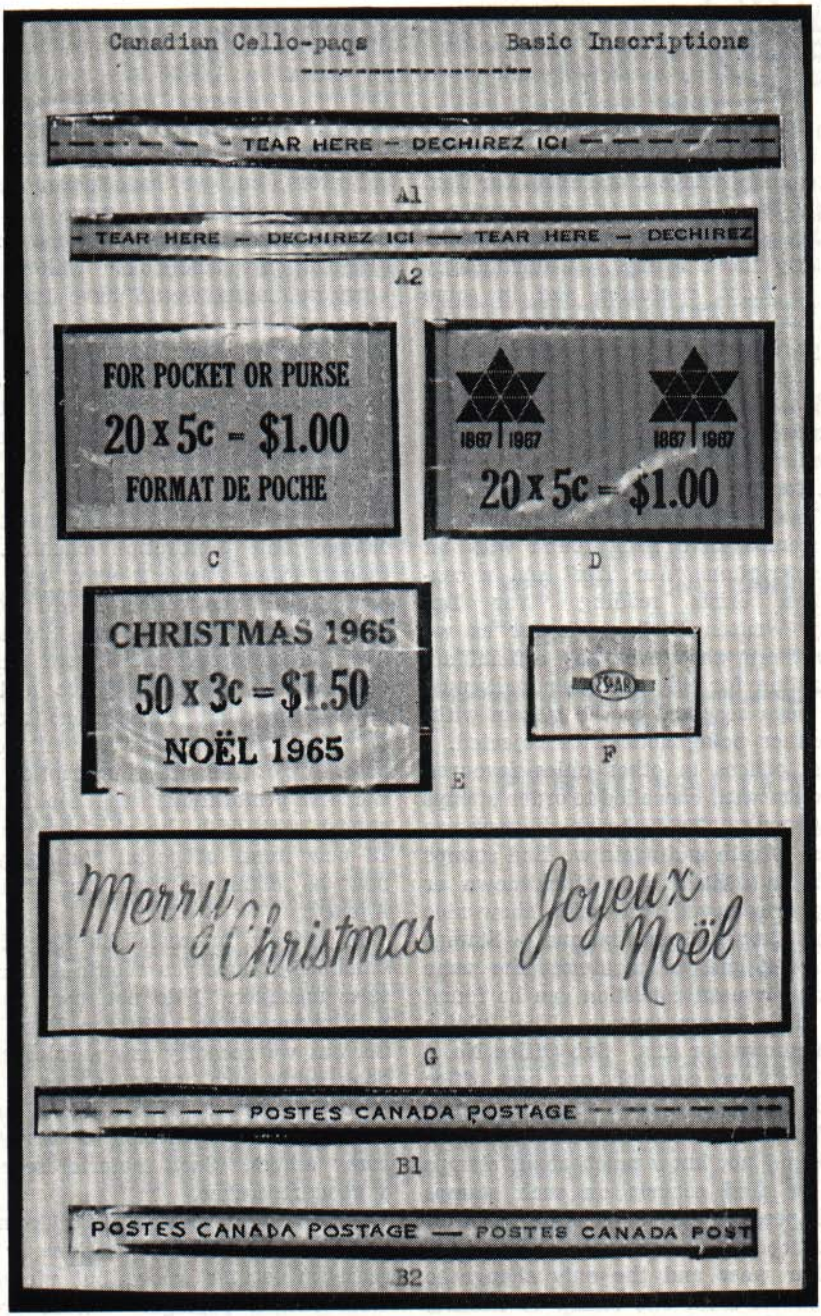
In April 1915 a law required that all mail in Canada carried in addition to the regular postage a one cent War Tax. Special War Tax stamps were prepared for this purpose. All mail was supposed to carry these stamps. Unfortunately due to much confusion and in some cases non availability regular postage stamps were used alone, or only War Tax stamps. The non availability of the War Tax stamps in some post offices must have caused the postal clerks to believe that some indication of payment for the War Tax was required on such mail. A number of regular postage stamps have been found with an ink inscription "War Tax" and a cancellation exists reading "War Tax Stamp Written For". As far as we know there was never any official authorization for this but such mail must have been accepted in the system without either being noticed or rejected.

Post offices in other cities favoured collectors with cancelled to order stamps and Ottawa did not escape this venture either. Again and again we find stamps which must have been stuck down or the gum removed and which show nice clean Ottawa cancellations. Stamps with catalogue values almost the same in mint or used condition can be found with such favour cancels. The Jubilee set is known for this. Sub Office No. 4 in Ottawa was certainly one post office which indulged in such activities. Luckily for the serious collector the post office did not know much about stamps and we find cancels on such stamps which predate the actual issue. One of the cancelling devices used shows some peculiar wear and the only change to this cancel from one stamp to another one is the day. Maybe the clerk thought that in this way he can please the collector and still not do something wrong. Many European catalogues list the details of such cancels and warn collectors, but we have never seen a Canadian publication listing all these doubtful cancellations. Some of the cancellation handbooks which have been published would have to reduce their number of pages considerably if these cancels were taken out.

By the time this is printed you will have received your new perforated 6 cents stamps. The large perforation used in the original printings of the 6 cents did cause considerable trouble and the Bank Note Co. was requested to change their perforation machine. Although Plate 1 and 2 exist with both perforations the collector will not be able to get these, because the sheets with the new perforatons will only be delivered to the Post Office and this means the plate inscriptions are cut off. Only from Plate 3 up will you be able to get the plate inscription with the new perforation. The booklets will appear soon with the new perforations. 12 new items of postal stationary can now be obtained from the Philatelic Agency.

If you are interested in forgeries of Canadian stamps you should contact our sales manager. I do not mean that he is in competition with the Bank Note Co. but we recently saw a sales circuit book with such items as the 2 on 3 cents Admirals, OHMS 50c. Lumber, one Dollar G Fish and G Ferry and many others. Such material serves as a good reference.

I am always glad to hear from you and if you have any questions or even criticism let me know, but please enclose return postage. With postage what it is, and me writing about 4 letters daily(about $90. - postage a year), well you know what I mean.


Canadian Cello-paqs
Basic Inscriptions
TEAR HERE — DECHIREZ ICI
A1
TEAR HERE — DECHIREZ ICI — TEAR HERE — DECHIREZ
A2
FOR POCKET OR PURSE
20 x 5c - $1.00
FORMAT DE POCHE
C
1867 | 1967
1867 | 1967
20 x 5c - $1.00
D
CHRISTMAS 1965
50 x 3c = $1.50
NOËL 1965
E
F
Merry Christmas
Joyeux Noël
G
POSTES CANADA POSTAGE
B1
POSTES CANADA POSTAGE — POSTES CANADA POST
B2

Canadian Cello-Paqs

C. F. BLACK #6665

Cello-paqs, so called by the Post Office Department, were sealed cellophane packages containing panes of 20 or 25 stamps of commonly-used denominations—2c., 3c., 4c., and 5c. Paqs were sold at the face value of the stamps enclosed. Those containing 2c. stamps had two panes of 25; those with 3c. stamps, two panes of 25; with 4c. stamps, one pane of 25; and with 5c. stamps, one pane of 20. The four sides of all panes were imperforate.

The use of paqs was discontinued some months ago, about the time the $1.00 stamp booklets were introduced. As the series is now complete a preliminary listing may be attempted.

During the period of use (1961-1968) there were a total of 17 "contents - different" paqs issued. There are, however, a number of additional varieties in the paqs themselves, in the wording, arrangement and colours of the inscriptions.

The incriptions are in red, blue or green and, except for G, are on a white background. They may be single or multiple, and parallel to or at right angles to the panes. The basic inscriptions are illustrated.

In the listing below the basic catalogue numbers are those adopted by Lyman. The inscriptions are listed as they occur, from top to bottom and are single except where noted. Crimping, to assist in opening, was applied to all four edges of paqs except where noted.

1954 Regular Issue

1. 2c. 338a(PO) Post Office paq. Inscriptions in red—A1, C, B1. Crimping at top only.
2. 338a(CBN) Canadian Bank Note Co. paq. Inscrip. red — left side B2, centre C mult., right side A2.
3. 5c. 341c(PO1) Post Office paq. Inscrip. red—A1, C, B1. Crimping at top only.
4. 341c(PO2) This paq (as reported in CP for Jan. - Feb. 1965, p. 37) was prepared to contain the 1962 Regular Issue. The shape of the paq thus required that panes of this stamp be inserted sideways with respect to the paq incription, which is in red—A2, C mult., B2.
5. 341c(CBN) Canadian Bank Note Co. paq. Inscrip. red — left side B2, centre C mult., right side A2.

1962 Regular Issue

6. 2c. 402a Inscrip. green—A2, C mult., B2.
7. 4c. 404b1 Inscrip. red—A2, C mult., B2.
8. 404b2 Inscrip. red—A2, D mult., B2.
9. 5c. 405b1 Inscrip. red—A2, C mult., B2.
10. 405b2 Inscrip. blue—A2, C mult., B2.
11. 405b3 Inscrip. blue—A2, D mult., B2.
12. 405ta Tagged stamps. Inscrip. blue—A2, C mult., B2.

1964 Christmas Issue

13. 3c. 434a Inscrip. red—A2, C mult., B2.
14. 434ta Tagged stamps. Inscrip. red—A2, C mult., B2.

1965 Christmas Issue

15. 3c. 443a Inscrip red—centre E, back F at bottom. Crimping at top only.
16. 443ta Tagged stamps. Inscrip. red—centre E, back F at bottom. Crimping at top only.

1966 Christmas Issue

17. 3c. 451a Inscrip. red. Stamps sideways with respect to inscription. A2, C mult., B2.
18. 451ta Tagged stamps. Inscrip. red. Stamps sideways. A2, C mult., B2.

1967 Regular Issue

19. 4c. 457b Inscrip. red—A2, D. mult., B2.
20. 5c. 458b Inscrip. Blue—A2, D mult., B2.
21. 458ta1 Tagged stamps. Inscrip. blue—A2, D mult., B2.
22. 458ta2 Tagged stamps. No inscription.

1967 Christmas Issue

23. 3c. 476a1 Inscrip. red—A2, G*, D, G*, B2.
24. 476a2 Inscrip. red—A2 modified G* reading "Merry Christmas Merry Christmas", D, modified G* reading "Joyeux Noel Joyeux Noel", B2.
25. 476ta Tagged stamps. Inscrip. red—A2, G*, D, G*, B2.

*—G is not on a white background.

Coming Events

MAY 3. Barrie District Stamp Club, Annual Exhibition, St. Georges Anglican Parish Hall, Barrie, Ont.

MAY 9 & 10. St. Catherines Stamp Club Exhibition, Fairview Mall. R. Kingdon, 20 Willowdale Ave., St. Catherines.

MAY 10 & 11. R.A. Stamp Club Exhibition & Bourse, R.A. Centre, 2451 Riverside Drive, Ottawa. Chairman—Major R. K. Malott, 16 Harwick Cres, Ottawa 6.

MAY 31st to JUNE 8th. International Exhibition Sofia, Bulgaria. Canadian Commissioner W. H. P. Maresch, 8 Temperance St., Toronto.

JUNE 7 & 8. Winnipeg Combined Stamp & Coin Show. Marlborough Hotel. W. A. Fowler, Box 321, Winnipeg, Manitoba.

JUNE 13 to 15. 41st Annual Convention of The Royal Philatelic Society of Canada. The Westbury Hotel, Toronto. General Chairman — Dr. F. G. Stulberg, 15 Westgate Cres., Downsview, Ontario.

OCTOBER 1 to 5. "BNAPEX 69" Vancouver. W. E. Topping, 7430 Angus Drive, Vancouver 14.

OCTOBER 2 -5. A.P.S. CONVENTION, Baltimore, Maryland, U.S.A.

OCTOBER 17 to 19. "NOJEX" Newark, New Jersey, G. J. Neufeld, 33 Comfort Place, Clifton, N.J. 07011.

OCTOBER 30 to NOV. 1st. East Toronto Stamp Club Exhibition, Thorncliffe Market Place, Toronto.

NOVEMBER 28 to DEC. 7. "EXFILBO-69" Bogota, Colombia. Canadian Commissioner W. H. P. Maresch, 8 Temperance St., Toronto.

1970 LONDON INTERNATIONAL EXHIBITION September 18 to 26. Exhibition Secretary Walter House, 418 Strand, London W.C.2, England.

1976. PHILADELPHIA INTERNATIONAL EXHIBITION—MAY 21st to 30th. Secretary—A. H. Kessler 7934 Pickering Street, Philadelphia, Pa. 19150, U.S.A.

SAY YOU
SAW IT
IN C.P

Your Sales Department

In a few weeks time your Society's annual convention will be underway in the Queen City of Toronto and I hope to have the pleasure of meeting many of you who I am sure will take this opportunity of visiting one of Canada's leading cities. The nearness of the convention reminds me that the stamp season is coming to a close . . . it seems like yesterday that the circuits started rolling last September the time certainly goes quickly. The sales department will close on June 30th and re-open for receipt of material on August 15th with shipments commencing on September 1st.

Material has been coming in steadily but there are some areas in short supply. We need mint Canadian issues—mostly pre 1930; including Admirals, booklet panes; officials etc. Can also use some Great Britain early covers and penny blacks, reds and blues. I also need German States but modern German material is selling slowly.

Material **not** required before September is British Colonies and British Commonwealth . . . I have mountains of them, except of course, used high values which are in demand.

Recently received are German covers of the Third Reich era, issues of Surinam and Curacao and Cuba.

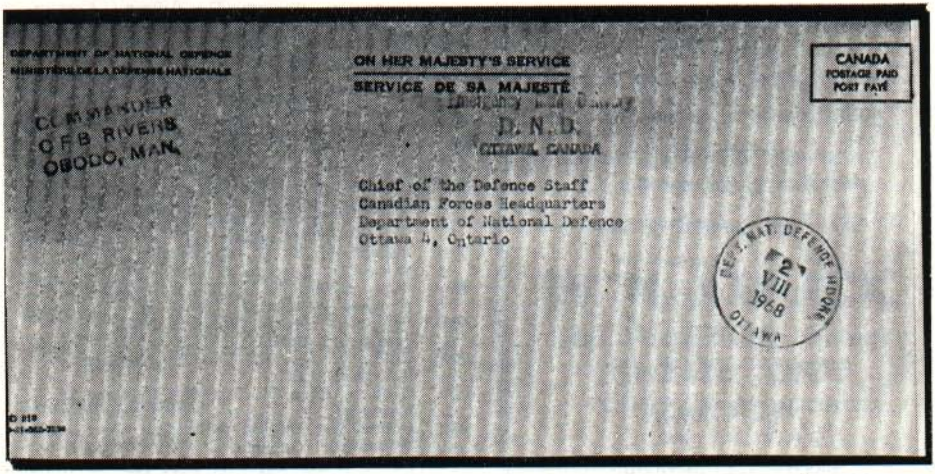
Those of you requesting books of Canadian material would be helping me and yourself, if your wants are detailed such as Revenues; perhaps; plate blocks etc., etc. The mention of Revenues reminds me that we can use books of these for the coming season. There has been a marked demand for them in the past few months.

I must mention once again that stamps should be firmly hinged (where hinges are used) to prevent their coming off. In a number of instances, valuable time has been wasted by me and circuit managers remounting loose stamps. Please remember we do not have any customers for mint hinges, so lets use all the gum where it is needed.

With the close of another successful season I wish to thank all those chapter circuit managers for their co-operation and help. To those of you who contributed the many good books, my sincere thanks.

Have a good summer.

G. F. W. FROST,
P.O. Box 345, Willowdale,
Ontario, Canada



A D.N.D. Emergency Mail Delivery cover from the recent postal strike. (Courtesy Harry Guertin)

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Society Reports

Applicants listed as new members have applied for membership in the Society and in accordance with the Constitution their names are hereby published. If no adverse reports are received within thirty days of publication, they will be admitted to full membership.

New Members

9014 Miller, Stanley, 582 Service Road, South, Port Credit, Ontario
9015 MacLatchy, Mrs. Joan Kristin, 2515 Laurier Crescent, Prince George, B.C.
9016 Michie, D. F., Apt. 104, 1650 Pembina Highway, Winnipeg 19, Man.
9017 Shorting, Don, Apt. 119, 645 Fort Street, Victoria, B.C.
9018 Schroeder, W. C., 625 Ridgebank Cresc., Victoria, B.C.
9019 Waite, C. C., 417 Del Medio Avenue, Mountain View, Calif. 94040, USA
9020 Entel, Sidney, 23-42 Corp. Kennedy St., Bayside, N.Y. 11360, USA
9021 Smith, John C., 129 Shanley Street, Kitchener, Ont.
9022 Marshall, Charles W., 2612 Victor Street, Victoria, B.C.
9023 Chabot, Mrs. Rita, 98 Highcliffe Ave., Hamilton 50, Ont.
9024 Shively, Frank L., Jr., M.D., 415 Far Hills Ave., Dayton, Ohio 45409, USA
9025 MacDonald, D. V., 200 Hillsboro Street, Charlottetown, P.E.I.
9026 Faulconbridge, A. J., Mohall Medical Centre, Mohall, N.D. 58761, USA
9027 Campbell, D. Gordon, 249 Sherwood Drive, Ottawa 3, Ont.
9028 Denis, David R., Box 565, Ladysmith, B.C.
9029 Morlock, Mark J., 318 N. 3rd St., Lompoc, Calif. 93436, U.S.A.
9030 Lange, Helmut, 88 Redpath Ave., Apt. 609, Toronto 7, Ont.
9031 Mason, Clifford W., Chelsea, P.Q.
9032 Bowen, Donald, 11309 - 109 Avenue, Edmonton 17, Alta.
9033 Muirhead, James A., 1590 Rogwood Street, Prince George, B.C.
9034 Morrow, Trelle A., 108 Douglas Street, Prince George, B.C.
9035 Retfalvi, Dr. A., Box 12, St. Basile, N.B.
9036 Flemming, William, 111 Hillcrest Avenue, Willowdale, Ontario
9037 Kaufman, William J., 194 Malta Street, Brooklyn, N.Y. 11207, USA
9038 Turner, T. W., 85 Wales Street, Thousand Oaks, Calif. 91360, USA
9039 Terribile, Frank, 50 High Street, East Rutherford, N.J. 07073, USA
9040 Kinsky, Alfons, 1893 Davenport Avenue, Toronto 9, Ontario
9041 Keryczynski, Gerald S., 7577 de Lorimier Avenue, Montreal 329, P.Q.
9042 Keith, Alfred H., 2730 Ewert Crescent, Prince George, B.C.
9043 Ballantyne, T. G., 68 Hillside Drive, Suite 201, Toronto 6, Ont
9044 Cunningham, R. L., 309 Fairmont Avenue, Ottawa 3, Ont.
9045 Berntson, Ronald N., Box 325, Saskatoon, Sask.
9046 Ritch, J. A., 962 Laurier Avenue, Kelowna, B.C.
9047 Golding, Alan R., Box 91, Westwin 12, Manitoba.
9048 Rosen, Dr. Phillip, 9 Balding Court, Willowdale, Ontario
9049 Boles, Harry A., 983 Cummings Avenue, Ottawa 7, Ont.

9050 Smith, Frederick, P.O. Box 417, Lennoxville, P.Q.
9051 Villeneuve, A. J., CFS Lamacaza, ECOW 1, Quebec
9052 Schiff, Jacques C., Jr., 536 West 11th Street, New York, N.Y. 10025, USA
9053 Milliken, John A., 228 Alwington Place, Kingston, Ontario
9054 Goltra, Col. Evan R., 139 Vinsant, San Antonio, Texas 78235, USA
9055 Bond, Mrs. Islae, 863 - 13th Street, Brantford, Ont.
9056 Arsenault, Marcel, 5450 Cote des Neiges, Suite 212, Montreal, P.Q.
9057 McClure, D. E., The Red House, R.R. #2, Aurora, Ontario
9058 Buchanan, Blanche, J., 35-45 - 79th Street, Apt. 1F, Jackson Heights, N.Y. 11372, USA
9059 Engelhardt, Martin B., 86 Dunwoodie Street, Yonkers, N.Y. 10704, USA
9060 Lidman, David, 390 West End Avenue, New York, N.Y. 10024, USA
9061 Rayner, Philip M., 481 Eastern Parkway, Brooklyn, N.Y. 11216, USA
9062 Smith, Harold S., 3227 Albany St., Schenectady, N.Y. 12304, USA
9063 Voss, Jack K., 28 Saint Paul's Drive, Irvington, N.J. 07111, USA
9064 Willard, Edward L., 225 Woodland Drive, State College, PA. 16801, USA
9065 Douglass, Peter, 9 Limardo Drive, Dartmouth, N.S.
9066 Gill, Laurence, 237 S. Russell Street, Sarnia, Ontario
9067 Krulik, Ernest F., 159 Old Stirling Road, Warren, N.J, 07060, USA
9008 Seitz, P. H., 90 Randall Avenue, Freeport, N.Y. 11520, USA
9069 Evans, Mrs. Lois M., 107 Winthrop Road, Brookline, Mass. 02146 USA
9070 Hamburger, Florence I., 2322 Ryer Avenue, Bronx, N.Y. 10458, USA.

Changes of Address

Beatty, Richard H., 1 Oriole Road, Apt. 509, Toronto 7, Ont.
Bonhomme, J. V., 168 Algonquin Blvd., E., Suite 2, Timmins, Ont.
Brewer, Walter M., 2444 Baja Cerro Circle, San Diego, Calif. 92109, USA
Drew, Leslie Anne, P.O. Box 742, Prince Rupert, B.C.
Fawcett, Walter I., 8710 - 82 Avenue, Apt. 4, Edmonton 82, Alta.
Gramann, Oskar, 105 Isabella St., Apt. 1113, Toronto 5, Ont.
Hendershott, Norman R., 362 Talbot Street, London, Ontario
Leedham Murray W., C/o Sergeant's Mess, CFB, Trenton, Ontario
MacLennan, Rod, Box 768, Truro, N.S.
Oliver, Miss M. E., 1035 Pendergast St., Apt. 315, Victoria, B.C.
Paterson, Ian A. D., 9814 Jasper Avenue, Edmonton, Alberta.
Rice, Miss Helen M., 2114B Via Puerta, Laguna Hills, Calif. 92653, USA
Van Vuuren, C., 744 Wilton Place, S. E., Calgary 30, Alta.
Vogt, George T., 130 Louisa Street, Kitchener, Ontario
Waldron, J. R., 11 Hendon Place, N.W., Calgary 47, Alta.
Woodside, D. J., P.O. Box 837, Brockville, Ontario

Chapter Changes

Chapter 58—Kawartha Philatelic Society, Peterboro, Ont.
Chapter Representative—John P. Grace, 28 Manning Avenue, Peterborough, Ont.

Chapter 66—Calgary Philatelic Society
Secretary and Representative
Ralph W. Mills,
5303 Vicary Place, N.W.,
Calgary 49, Alta.

Deceased

Thos. Borradale, Moose Jaw, Sask.
Thomas Gilchrist, Toronto, Ont.
Dr. J. E. Hiltz, Kentville, N.S.
Eric A. Thomson, Pointe Claire, P.Q.

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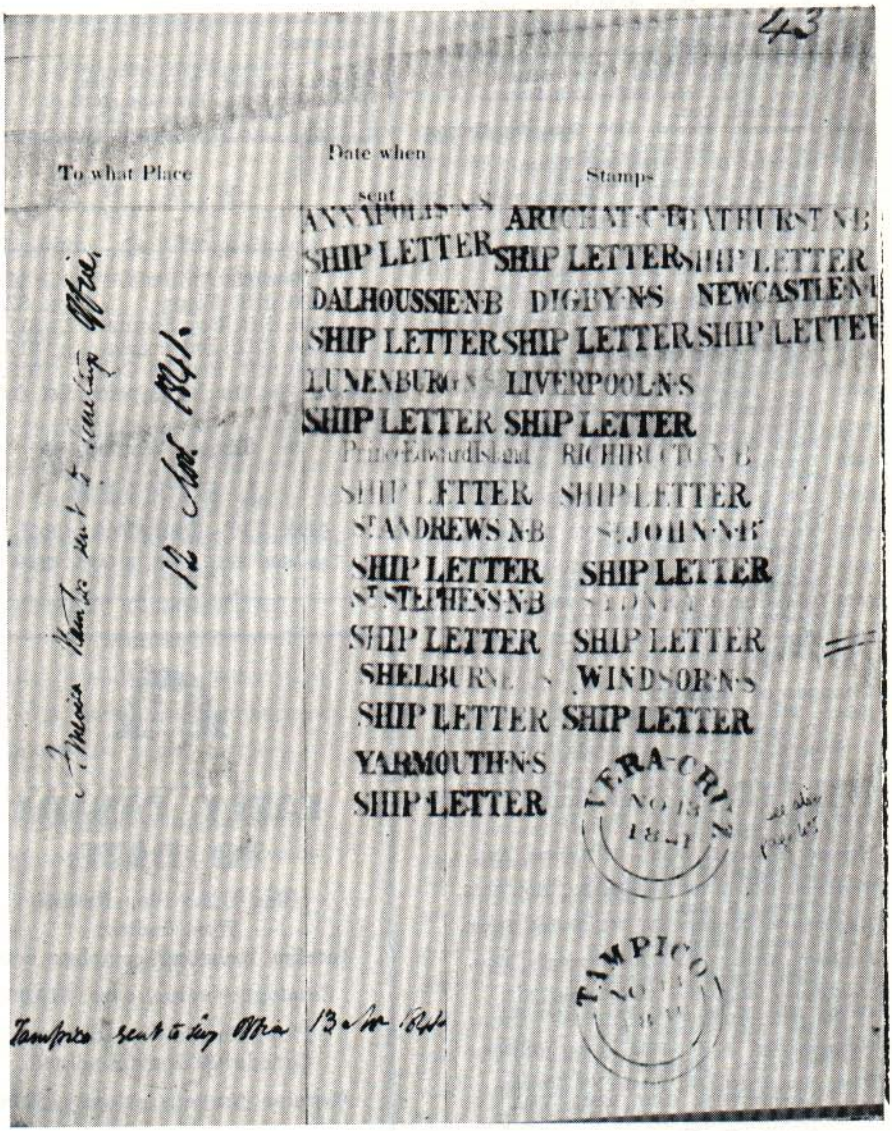
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Through the kindness of Frank W. Campbell we are able to illustrate a page from the General Post Office record book of postal markings showing the Ship Letter marks prepared for Canada in 1841.



A cover from Pernambuco (Recife) to Lisbon showing the marking of the British Post Office, a forwarding agents marking and the Lisbon arrival marks.

Brazilian Mails By Land And Sea In The 1850's

By MAX ROSENTHAL

A few months after Great Britain brought out its first stamps one of Brazil's consuls in Europe, J. D. Sturz, decided it would be a good idea if his own country would select that method of paying postage, so he returned to Brazil, to point out the advantages of the new system. Towards the end of 1842 it was decided to issue 30, 60 and 90 reis stamps. At first the designer was to portray Emperor Dom Pedro II. However, a director of the Mint thought that to obliterate the features of the sovereign would be wrong, and it was decided then that the main feature of the design was to be figures of values. These "bullseyes" were issued on July 1, 1843.

In 1857 Childs and Peterson, of Philadelphia, published the book "Brazil And The Brazilians, Portrayed In Historical And Descriptive Sketches", by Rev. D. P. Kidder and Rev. J. C. Fletcher. They had spent many years in the largest country in South America, and wrote colorfully but accurately on all facets of life there.

Rio de Janeiro Post Office

"Almost everyone who arrives at Rio is expecting letters that have anticipated him by the English steamer and, as soon as his trunks are relieved from the Custom-House, he makes his way to the Correio Geral, or General Post-Office, in the Rua Direita. You pass by a large vestibule, with a stone floor, occupied by several soldiers, either on guard or sleeping on benches at the extremities of the room, and upon inquiry you ascertain that the Postmaster General and the larger portion of his employees are in the rooms above. We enter the front-door of the large apartment rooms adjoining this vestibule. On the right, behind a high counter, are the letters and newspapers of the Post-Office, distributed not in boxes, according to alphabetical order, but in heaps, according to the places from whence they have come, as, for instance from the Mines, from St. Pauls, and other important points. Corresponding to this, on the other sides of the room, are hung numerical lists of names, arranged under

the head of Cartas de Minas, de S. Paulo, &c. The letters, with the exception of those belonging to certain mercantile houses, and to those who pay an annual subscription to have their correspondence sent them, are thrown together promiscuously, and he who comes first has the privilege of looking over the whole mass and selecting such as belong to himself or his friends. This method has been somewhat modified since the establishment of steam lines to Europe. On the day that the steamer arrives an immense crowd gathers at the Post Office, but the letters, instead of being investigated by all upon the counter, are carefully left in the back-part of the hall, where four persons at a time are admitted. The whole system is clumsy and inconvenient for a city of 300,000 inhabitants. I was informed at Rio that some years since Mr. Gordon, of Boston, who was then U.S. Consul, offered to the Brazilian government to put the Post-Office on the same footing of efficiency that existed in the United States. Mr. Gordon was admirably qualified for this, having been for a number of years the Postmaster of the largest distributing and seaport office in New England. His offer was not accepted; for the Brazilians, though more progressive than most South American people, still inherit many characteristics from their Portugese ancestors, and a prominent one is dislike of change.

"The larger mails, departing coastwise, are very frequent, regular, and swift. This may also be said of the mail to Petropolis by steamboat, railway, and stage-coach."

Rio de Janeiro to Petropolis

"One of the most attractive residences for the people of Rio during the hot season is the newly-formed colony of Petropolis, situated about 3000 feet above the level of the sea. An agreeable steamboat transit amid the picturesque islands brings you to Maua, the terminus of the first railroad formed in Brazil, and for which the Emperor is

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A letter from an officer on board the U.S. Frigate "Potomac" at Monte Video carried by the British Sloop of War "Rose" to Rio de Janeiro and forwarded to New York in 1840.

indebted to the enterprise of that enlightened and patriotic Brazilian, Evangensta Ireneo da Souza, who, as the opening of the railway was created Baron of Maua by the Emperor. The road is about 10 miles long, and leads to the foot of the mountains, where carriages, each drawn by four mules, receive the travellers. The ascent is by an excellent road, which was built by the government at our enormous expense, and reminds one of the Simplon Route.

Inland and Steamship Mails

"As a general thing, the inland transportation of letters is very slow. The inland mails to the distant provinces depart once in five days, and return at corresponding intervals. The transmission through the country is slow and tedious, being performed on horseback or by foot-carriers, at an average, throughout the Empire, of 20 miles in 24 hours. Charges for postage are moderate, and a traveller to any portion of the country is permitted to carry as many epistles as his friends will intrust to him, provided they have the government stamp affixed to them.

"Since 1839 Brazil has had steamship-lines running along the whole of her 4000 miles of sea-coast, but it was not until 1850 that steamer connection was established to Europe. It was then that the Royal British Mail Steamship Company, whose vessels start from Southampton, began their monthly voyages; and now Brazil has no less than eight different lines of steamers, connecting her with England, France, Hamburg, Portugal, Belgium, and Sardinia. The United States which hitherto has been the great commercial rival of Great Britain in Brazil, has not a single line of steamers to any portion of South America.

"Our (i.e. United States) communication with Brazil, and consequently with all South America is now exceedingly difficult. We have no means of sending letters and passengers except by sailing vessels, which are slow, unreliable, and but little disposed to accommodate the interests of rivals. Nearly all passengers and letters now go to Liverpool, and thence to Brazil, La Plata, and the Windward Islands, — a distance of nearly 9000 miles. Our com-

mercial men not only have to send by this most unnatural transit, but are compelled to submit also to the most harassing disadvantages, and are almost at the mercy of European rivals."

The Amazon Navigation Company

"It is a singular fact Brazil was the first country of South America, and perhaps, for an Empire so vast, the first in the world, to bind her provinces together by steam navigation. Para is now reaping the fruits of this wise measure. The great old Convent of S. Antonio has but few monks, and recently the greater portion of its spacious grounds has been sold to the Amazon Navigation Company, (a Brazilian association). An extensive pier has been constructed where formerly there were no facilities for landing except that which the beach afforded.

"In 1851-2, Lieutenants (U.S.N.) Herndon and Gibbon descended the Amazon, —one by its Peruvian and the other by its Bolivian tributaries. Lieutenant Herndon's volume not only for the moment awakened the United States and England to the importance of the Amazon, but the fact of his descent of that river and his inferences—many of them totally visionary—aroused the Brazilian government to the performance of their duty, and in 1852-3, Brazil, by treaty with Peru, engaged to run steamers, under the Brazilian flag from Para,— the contractors to have the monopoly of steam navigation on the Amazon for 30 years, with an annual bonus of 100,000 dollars for the first 15; the voyage to be performed by two steamers, — are ascending the Amazon from Para, the other descending it from Nauta, and meeting the up-boat at Barra.

"Nauta is in Peru, on the right bank of the Amazon, 46 leagues below the junction of the Huallaga, and has a population of 1000. This company, under the leading of that enterprising Brazilian the Baron of Maua, immediately sent its first settler from Para to Nauta.

"I asked Mr. Nesbitt—a practical engineer who was for three years travelling on the Amazon and some of its navigable tributaries — his opinion of the steamers employed by the company."

Nesbitt's Report

"There were seven steamers in successful operation in April, 1856,—the Rio Negro and Tapajoz were the packets from Para to the Barra de Rio Negro,— making semi-monthly trips; but after the 1st of January, 1857, there was to be a weekly packet. The Marajo ran between the Barra and Nauta, in Peru, —making a trip every two months, and, after January, 1857, the trips were to be monthly. The Monarcha was running on the Rio Negro, from the Barra to the mouth of the Rio Branco, and intended to go as far as Barcellos and Moreira — still higher, whenever the water in the Rio Negro would permit, which would be about eight months in the year."

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I have a limited quantity of the rare change of type-face of the 'G' formerly considered minor varieties, but now established as major varieties. These should be acquired now, as dealers have no stock of these, Type C.

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YOUTH EDUCATION PROGRAMME

Planning of activities for the Youth Programme is entering its final stages. We have created portable educational displays, a three dimensional teaching aid and some slide programs. Some youth groups have already been exposed to the programs on an experimental basis. Before, however, they will become available for general distribution they will undergo testing at Interpex in New York, in March, and then the Royal Convention in Toronto in June. Only then, after corrections (if found necessary) are made will we lend them to interested groups.

In response to the several inquiries I will explain the reasons and rules for the youth competition.

The competition will bear the title "LIFE IN CANADA" and will be open to all youths groups or individuals between the ages of 8 and 18, divided into five age groups: 8 - 10; 10 - 12; 12 - 14; 14 - 16; 16 - 18; and two categories: individuals and groups. Only qualification is that they be sponsored by a Chapter of the Royal or an individual member. Our main purpose is to get both, youths and adults interested in a worthwhile project.

LIFE IN CANADA can describe anyone subject of interest to the contestant. It can deal with provincial capitals illustrated by a combination of stamps, cancellations, drawings, photographs, etc. Other topics could be sports industrial wealth, farm life, parliamentary system, etc. The method of mounting and execution to be left to the discretion of the contestant, as well as materials used. Album pages, bristol paper, etc. all will be quite acceptable.

Judging will be done on basis of knowledge, accuracy, completeness, ingenuity and cleanliness. The age of contestants will be taken into consideration.

Martin Apfelbaum:



Much has been said and written about the stamp club that is now an active part of life in Hollywood, Florida, but unless you attend one or more of their Tuesday night meetngs you have not seen a real club in action. This is not said to take anything away from Garfield - Perry in Cleveland or some of the other fine local philatelic groups that have long existed around the country. It is stated as a compliment to friends George Blizil and John Britt, both of whom had an idea and got together to develop it.

And develop it they did. I was a visitor at one of their meetings a couple of weeks ago, and even though I had heard about the keen interest and attitude of the membership I never expected anything as exciting. The informal meeting that precedes the scheduled program is among the friendliest situations I've been in. Those associated with the club want you and make you welcome beyond belief.

The program is well arranged and it is my understanding that they have no shortage of good speakers. There is good reason for this. A good attentive audience is the best payment that a speaker can get, and in Hollywood they get out a large group of people (up to 200 at a meeting) who are interested in what is said. But best of all, they have a kids' program with a weekly afternoon meeting in which they teach and work with the youth to develop their philatelic interests. In philately there is a crying need for clubs set up as Hollywood, Florida, has set theirs up. Thousands and maybe millions could benefit.



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Preliminary judging should be done on the local level with only the top entries in each category delivered to the Youth Education Programme. Each finalist will receive an appropriate certificate. Top entry in each group and category will be awarded a prize with the best overall entry receiving the "MARY AND DOUG PATRICK TROPHY". Some of the best entries will be displayed at the 1970 Royal Convention in Winnipeg.

All entries must be registered with the Youth Education Programma, 157 Clifton Ave., Downsview, Ont., by November 1, 1969. All local judging of entries as well as mailing instructions, will be given at a later date.

Michael Madesker.

☆ ☆ ☆

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Dear Sir:

Railway cancellations usually have the name of the two cities from which the train starts and ends. They sometimes show the train number, the day, month and year. Never have I seen a railway cancel with the word Canada or the name of the city only from where the train started.

Recently I purchased a cover which originated from the wife of the General Counsel of the Canadian Pacific Railway Company, Mrs. E. W. Beatty in Montreal. The letter is addressed to the wife of one of the solicitors of the CPR Mrs. E. P. Flintoft in Sarnia, Ont. The letter was mailed by bringing it to a train.

The cancel shows the train number 357, a month and a day but no year. The top reads Montreal and the bottom Canada. No other cancel appears on the envelope. From the Admiral 2c. stamp this letter must have been mailed in 1916 or later but WW1 was still going on, because the letter mentions this.

Hans Reiche

☆ ☆ ☆

Dear Sir:

As a result of my letter, recently published, concerning the C.P.R. View Cards, a member in Western Canada who had missed the original article on the missing views, responded with a completely unrecorded Banff View in green with Canadian Pacific R'y Co's Hot Springs Hotel under the stamp in Upper and Lower case Gothic Letters with "Canadian" being 11 mm. long. He also sent me for recording purposes the following numbers on my Missing List: #31 Mt. Sir Donald Scroll Issue Card; #42 Windsor Station 2c. Green Arch Issue Card; #44 Chateau Frontenac and #45 Empress Hotel both on the 2c. Red Arch Issue Card; all of these previously unrecorded anywhere by anyone so far as I know.

Today, I received missing Card #10, Windsor St. Stn. Dining Rm. with the multi-coloured view on the 2c. Die B or II Admiral with a vertical and horizontal red line for address separation. This came from a well-known Canadian dealer who listed it for sale in his current price list, which he sent to me by First Class Mail, a service which is mandatory to get satisfied customers in the U.S.A. since the 3rd Class service here is atrocious.

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Please ask our fellow members to check their collections, or just the few View Cards that they may have accumulated, against the list which was published in the July-August 1968 Issue. Surely, there are more of these missing views somewhere. If they will only check what they have against the Missing List, report any that they hold which appear thereon, sending me the card in question by Registered Mail at Box 5780, Baltimore, Md. 21208, U.S.A., I will record the Card and return by Registered Mail, with reimbursing for the postage which they expended in sending the Card to me.

This list was also published in Maple Leaves Topics, and the magazine of the United Postal Stationery Soc., but the only response which I have received has all come from its appearance in the Canadian Philatelist.

Horace W. Harrison

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REVIEWS

POSTAL HISTORY OF VERMONT by Sprague W. Drenan, Arthur W. Bingham, George C. Slawson. 310 pages. Illustrated. Price $10.00

The COLLECTORS CLUB
22 East 35th Street,
New York, N.Y. 10016

This record of a state's postal history is a valuable addition to the library of any postal historian and is a model of what could well be done for many areas of our own country. Canadian collectors will be interested in the sections dealing with mail on Lake Champlain and the International boundary. This reviewer was fascinated by the complete story of the Brattleboro Postmasters Provincial. Not only is the development and usage covered but also the later attempts by various "authorities" to plate the issue. Mr. Slawson, who has carried on the work commenced by Drenan and Bingham to a successful conclusion, is to be congratulated on an excellent job and a must for any postal historians bookshelf.

K.R.

* * * *

"Postal History of United States Forces in British Solomon Islands Protectorate During World War II." By Stanley C. Jersey. Published by The American Philatelic Society's Literature Committee. 96 pages, 105 illustrations, cloth-bound. $10.00 postpaid, from A.P.S. Central Office, Box 800, State College, Pa.

This very comprehensive book is an in-depth study of military mail handling and markings during a period when (as many of us experienced first hand) postal services in the war zones were chaotic. It adds fresh knowledge of the area both to the collector of Forces Postal History who is interested in the Australian and New Zealand F.P.O.'s and

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the common collection British Oceania. For ...ie who served in the Pacific it may provide a nostalgic memory of the period.

K.R.

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35a xx 1c. Small Queen, orange n.h., very fine	15.00	31.00
36 xx 2c. green, early Montreal print, superb	2.50	34.00
37a xx 3c. deep rose, very fine	40.00	80.00
38 xx 5c. deep slate green almost n.h., superb	15.00	62.50
39b xx 6c. perf. 11½x12, almost n.h., superb	75.00	180.00
40a xx 10c. magenta, very fine	35.00	75.00
43a xx 6c. choclatebrown, almost superb	10.00	38.00
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