CANADIAN PHILATELIST



Journal of the
ROYAL PHILATELIC SOCIETY of CANADA

VOLUME XXI NUMBER 4

30 YEARS ON YONGE STREET

July 1, 1970

Dear Friends:—

I am writing this letter on a beautiful warm, sunny day in May. It reminds me of 30 years ago at extactly the same time of year, when on a Sunday I was walking down Yonge Street when I saw a building at 1150 Yonge Street that was for sale. It was empty and in rather run-down condition, but nevertheless I was quite impressed with it. The next day my father and I inspected the property and within the week Empire owned the building. We threw ourselves and all our resources into a complete renovation programme as quickly as possible and by the Fall of 1940 the work had been completed and we were able to move all the business operations of Empire into 1150 Yonge Street.

Some local collectors might recall our Vitrolite store front where we had enlarged replicas of the stamps of Canada sand-blasted into the Vitrolite, the stamps being the 2c. Map and the 5c. Beaver.

Our business operation occupied the main floor and the printing and storage was in the basement area. The upper floors were rented out as 4 apartments. As the years went by we required more space, so we kept taking over the upper apartments one by one until about 10 years ago we occupied the entire building. Around that time we also renovated the premises, particularly the front, which is done in Swedish Granite. I remember at the time that I had planned only to go up to the 2nd. floor with this granite, but when my father saw how nice it was, he said, "tell the contractors to put the granite all the way to the top." We are pleased that we did this, and I think those who have seen this store will agree. I believe that we are the largest stamp firm in Canada with the most employees, the largest stock of stamps and the biggest volume of business. So what? What is more important is our reputation and the responsibility we have towards our clients. the friendly atmosphere that prevails in the Empire firm, both with the staff and the customers.

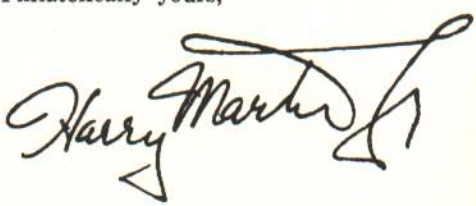
Mr. Martin, Sr. started the business back in 1908 when he purchased printed approval sheets from the Toledo Stamp Company, rubber stamped his name on them and started to send out approvals from Fesserton, Ontario. When he later moved to Midland, as a young man, he operated the Midland Stamp Company. He married and later moved to Toronto in 1920. His home was on Clinton Street, right across the road from where Elly Marks lived. He operated the Midland Stamp Company from that address. There is a photograph in the family album showing me sitting outside the house in a little metal pedal automobile with a sign showing the name of the firm on the verandah railing.

Not long afterwards he moved to Lippincott Street where he continued to operate the Midland Stamp Company. The Empire Stamp Company was added and later the Gray Stamp Company, so that all 3 firms were in operation at the same time from the one address.

Things progressed during the 1920's so that Father had a staff of about 15 people, a printing department and shall we say a "going concern." However, his restless nature led him into other business ventures, and gradually the stamps became less important, so that by 1930 there was only 2 or 3 of a staff. Around this time he took a renewed interest in the stamp business and began to build it up again, and it has been growing steadily ever since.

Well, I guess this is enough reminiscing about the past, but I do want to say that we hope to be here for many more years and that we may continue of having the pleasure of serving you.

Philatelically yours,



HARRY B. MARTIN, Jr.

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THE CANADIAN PHILATELIST

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

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(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

"The great consulting room of a wise man is a library."

George Dawson

☆ ☆ ☆

CANADIAN INTERNATIONAL PHILATELIC EXHIBITION

The organization known as CAPEX has disbanded and in so doing has made equal donations of its remaining surplus funds to the British North American Philatelic Society and to our own society to assist in putting on exhibitions. We are most appreciative of this gift and it will be used to provide working capital on a loan basis to any chapter sponsoring the annual convention.

CAPEX was the name of the group that organized and ran the first international stamp exhibition held in Canada in 1951 and a great debt of gratitude is owed to them by North American philately in general and by Canadian philately in particular.

Starting on virgin ground and without the benefit of a well organized national society to help them they produced an international show which was equal to any seen on this continent. Their example inspired many groups with a similar spirit.

The Postal History Society of the Americas was born at CAPEX. The first issue of this magazine was produced in time to be read during the exhibition. CAPEX put Canadian philately on the map.

It had been hoped to organize another international show for 1967 but for obvious reasons this was impossible and the officials of CAPEX, which had been kept in a state of suspended animation for this reason, decided to dissolve their organization. I would like to thank them all for their efforts and in particular the vast amount of work done by Les Davenport deserves special mention.

This leaves me with a question, however, because for varied reasons CAPEX has felt either than Canada cannot put on another International Exhibition or that they as a group do not wish to sponsor it.

The second alternative I will accept and if any group is entitled to rest upon it's laurels it is CAPEX but I will not and cannot accept the first.

Granted that we have a small population and that an International every 10 years is probably out of the question but surely we could put one on every 25 years. As soon as one mentions "International" everyone throws up his hands and says "it would cost too much!" but my question is — can we afford not to have an International?

Finances can be arranged. CAPEX eventually paid for itself and very few recent Internationals have had to call on their guarantors for more than the initial 10% and in most cases even that has been repaid.

It is a lot of work for a lot of people but surely that is not going to frighten anyone? Good accommodation is available in a number of areas. We have a large national society on the scene now to act as sponsor for such an event which would be of untold value to philately and Canada.

Perhaps those of you who were interested enough to read this far will drop me a line. Do you think we should have another International Exhibition in Canada? Would you give what support you could?

☆ ☆ ☆

Ship collectors may be interested in the attempts to salvage the hulk of the "Great Britain" from the Falkland Islands and return her to England for recondtioning and display. Launched on July 19th, 1843, she was the first propellor driven ship to cross the Atlantic.

A fund to assist in the restoration of this historic vessel has been started and commemorative covers are being made available to help defray the costs.

Interested collectors should contact Alan W. Robertson, M.B.E., 6 St. Lawrence Drive, Pinner, Middlesex, England

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AGENTS OF DESTRUCTION

After many laboratory tests the British Post Office has decided that the safest plastic material for the protection of their valuable collection in the National Postal Museum is Polyethelene Terephthalate (Mylar).

Collectors will remember my comments on this subject in issue #114: At the moment, polyvinyl chloride is used for this purpose, and although there is no evidence of this actually causing damage it may, with age, produce hydrochloric acid. Another danger is that substances which are added to soften certain plastics may exude and affect dyes.

☆ ☆ ☆

WHITE PAPER

The society has submitted a brief to Mr. Benson objecting to certain sections of the taxation proposals as they would affect stamp collections and as they would affect the finances of our group. If you as individuals feel that you would like to add your own comments you are urged to write either directly to Mr. Benson or to your own M.P.

☆ ☆ ☆

SPEAKERS LIST

Enclosed with this issue you will find a questionnaire which is designed to provide sufficient information to prepare a roster of members who would be willing to speak to other clubs.

The information would only be made available to responsible officers of the clubs requesting such information from the Chapter Coordinator.

Completion of the questionnaire is not a commitment to speak but only an indication of willingness to do so provided that satisfactory arrangements can be set up by the host club. In all cases the invitation will be directly from the president of the host club who will be aware of the conditions and limitations specified by you.

Notification of activation will appear in this column when sufficient participants have replied.

FORTHCOMING ISSUES
1970

12th August — Sir Oliver Mowat
18th September — 50th Anniversary of Group of Seven
7th October — Christmas
4th November — Sir Donald Alexander Smith

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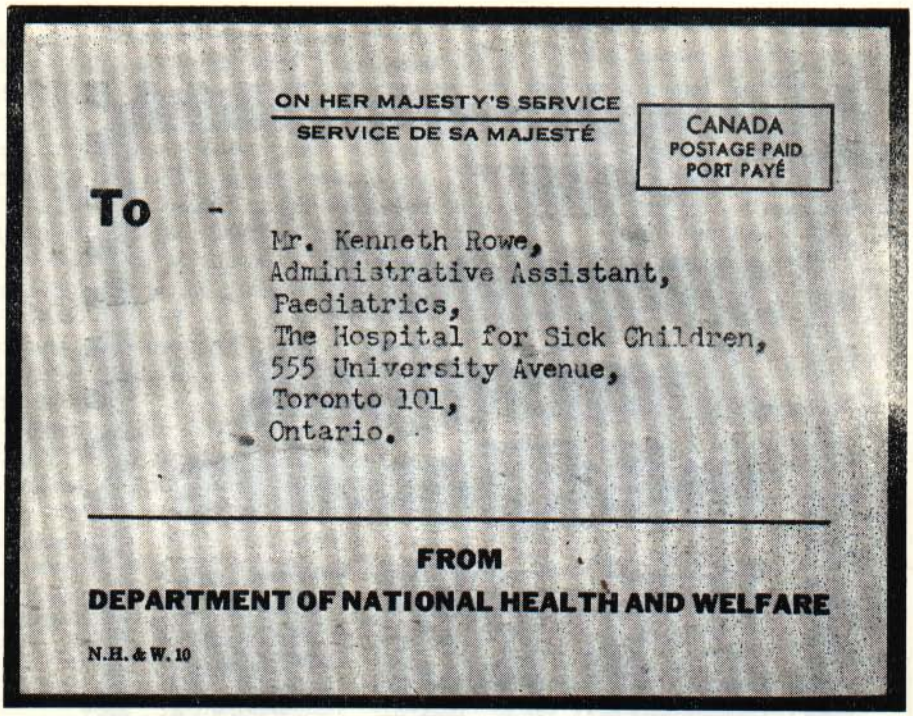
British Commonwealth — Mint — Used
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Canada First Day Covers
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United Nations Mint

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ON HER MAJESTY'S SERVICE
SERVICE DE SA MAJESTÉ

CANADA
POSTAGE PAID
PORT PAYÉ

To -

Mr. Kenneth Rowe,
Administrative Assistant,
Paediatrics,
The Hospital for Sick Children,
555 University Avenue,
Toronto 101,
Ontario.

FROM
DEPARTMENT OF NATIONAL HEALTH AND WELFARE

N.H. & W. 10

NEW FINDS IN OFFICIAL STAMPLESS COVERS

WM. PEKONEN RPSC 7526

These covers are commonly identified as "Canada-Postage Paid - Port Paye" mailing pieces.

The background to the Canadian Official Stampless Covers has its beginning with the O.H.M.S. perf. stamps, and went through various transitions. Effective December 31, 1963 the overprinted "Official" postage stamps were removed from usage. In place of these stamps and upon the recommendation of the Glassco Royal Commission, another method of payment for postal service was added to the Regulations.

The new method adopted is called Bulk Postage Payment for Federal Mail.

The "Official Endorsements" required by Section 4380 of the Canada Postal Guide were as follows:

"ON HER MAJESTY'S SERVICE—
SERVICE DE SA MAJESTE"
and
the wording "CANADA—POSTAGE
PAID — PORT PAYE"

The Government Specifications Board stipulates "The size of the 'Postage Paid' block shall be 1 x ½ inch for envelopes up to No. 14, and proportionately larger for larger sizes." In the classification system developed by this writer for the published Checklist, this "block" is identified as Class "A" in four major subgroups. A new discovery adds subgroup "V": printed block with code initials to right of Postage Paid with a vertical line between. At this writing, details regarding the reason for the code initials have not been determined.

Flora Collector?

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Today's the day to turn to Australia!

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AUSTRALIAN POST OFFICE

Class B — the printing head imprint has been Classified into ten sub-groups. Two additional sub-groups have been identified. These are Class BXI (with a single circle town-date cancellation and an oversize Postage Paid endorsement to the LEFT of the cancel) and Class BXII—(a double circle with oversize endorsement block to the right). Four sub-types of the town-date cancel are identified in the checklist. Sub-type 'e' is now added — and described as "centre blank (no date)".

Classes S, D, E, F, G, and H remain the same.

Regarding the O.H.M.S. endorsement, THIRTY-FIVE types are reported in the Checklist. This factor illustrates the wide variety of interpretations to the requirements. With this article, it is now reported that these types are added:

Type 36:

ON HER MAJESTY'S SERVICE

AU SERVICE DE SA MAJESTE

Left and right margins are matched

This type also exists with a spelling error. The "S" has been omitted and appears as "MAJESTY' ".

TYPE 37:

ON HER MAJESTY'S SERVICE
SERVICE DE SA MAJESTE

Note that the accent is missing.

An unusual design rubber stamp; (dimensions 1" x 3-7/8"). The Postage Paid endorsement is to the right separated from the O.H.M.S. endorsement with a vertical line. This rubber stamp has been used by Director-Taxation, 1110 West Georgia Street, Vancouver 5, B.C. It has been used after the use of rubber stamps were banned by postal regulations.

TYPE 38: O.H.M.S.

S.D.S.M.

Similar to Type 22, but with periods after each letter.

Whether BUYER or SELLER you should use the



B. J. Hunter

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5 U(lt. pmk, small stain £8
23e Block/4 from sheet corner £19
23f 87/6
25 no gum 95/-
26 o/c. £22/10
26 U, centred, v. light cancel £18
28 part o.g. £19
29 part o.g, centred £7
36 no gum £8/10
38 no gum, centred £11
41 part o.g. £7
42 part o.g, centred from margin with imprint £11
43 £10/10
47a 75/-
61 centred £2
66-79 centred £12
74 centred 42/6
74 centred, Block/4 £9
77 £1
79 21/-
79 U £1
82 U on piece, only a little o/c. £28
98 U 21/-
100 centred 42/6
101 25/-
109a £30
109/c in unmtd. Block/4, centred £10/5
110 £11/10
111-16 mostly centred £17
111 centred 30/-
111 U, centred 35/-
113 55/-
114b pair £40
114b Block/4 from margin £80
115 almost centred £4
115 U 105/-
116 U, centred 105/-
122 22/6
123 centred 105/-
124 21/-
126 23/6
127 23/6
141 22/-
141 U 30/-
143 centred £22
143 var. "small comma", centred £23
143 U, almost centred £24
143a centred £42
144a centred £58
148, 148a (2), 148f in Block/4, centred £75
148a centred £17/10
148c, 148d, 148i, no gum, in unique Strip/3, latter having ironed out crease; from Bute collection £780
148f small part o.g, centred £18/10
148f U £19/10
148h U, centred, wavy line pmk. £28
149-62 (14) mostly centred £6/10
191 v. slightly o/c. £700
192-4 centred 87/6
192-4 U, v. fine, centred £6
193a centred, unmtd. from margin £150
194 55/-
195-7 almost centred £9/15
195a 50/-
197 centred £8
197a only 10 pairs stated to exist £240

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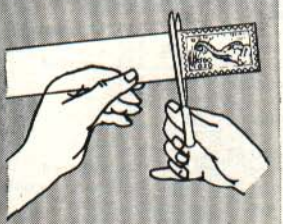
Weston Lea, Albury, Guilford, England

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- Crease so stamp will lie flat.



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Hundreds of thousands of stamps have been "crystal mounted" since this product was first placed on the market, and its ever-increasing popularity with collectors gives proof of its usefulness and high quality.

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TYPE 39: On Her Majesty's Service
Service de sa Majeste
Matched LEFT margin with no line between English and French equivalent.

TYPE 40:
FOR OFFICIAL USE ONLY

Type 29 underlined.

It is necessary for readers to understand that, in the terms that this writer has used (The Canadian Official Stampless Covers Since 1963), the essential fact is that the Post Office department has received revenue from other Government departments for the use of Postal Services.

In this writer's use of the term "Stampless Covers", it is intended to mean only those covers for which a postal stamp is being regarded as the receipt for the postal service involved. No stamp — "stampless".

Since "Free Franked" covers do not usually require a postage fee payment, then, for these purposes, this writer would not consider these as "stampless covers". They are considered rather as "Free-Franked" mailing pieces. Typical of these categories which are allowed free passage are letters to and from Members of Parliament; Statistics; and other similar items which are **not required to pay** postage.. There is a distinct differentiation between "free" mailing and "paid" mailing by various governmental departments.

The "Checklist of Canadian Official Stampless Covers Since 1963" fully describes the eight different classes of covers and the many different types of O.H.M.S. endorsements as well as the background material to this subject. It is available from your favourite dealer, or by sending $2.00 to this writer at P.O. Box 1175, Cloverdale, Surrey, B.C. (Canada).

Coming Events

AUGUST 15th — SUMMER STAMP FIESTA. Cobourg Market Hall (1 to 8 p.m.)

SEPTEMBER 18-26 — LONDON INTERNATIONAL EXHIBITION. Exhibition Secretary Walter House, 418 Strand, London W.C.2, England.

OCTOBER 8-11—BNAPS CONVENTION, Tidewater Inn, Easton, Maryland, Chairman: Horace Harrison, Box 5780, Pikesville Baltimore Maryland.

OCTOBER 15-18 — APS CONVENTION, Honolulu, Hawaii, at Sheraton-Osano Hotel. Host: Hawaiian Philatelic Society.

NOVEMBER 27 to DECEMBER 6— EXFILCA 70. Caracas Apartado Del Este 61 . 197, Caracas, Venezuela.

1971 INTERNATIONAL EXHIBITION — CAPETOWN, MAY 22-31
Commissioner J. N. Sissons
37 King St. E., Toronto.

1971 INTERNATIONAL EXHIBITION BUDAPEST, SEPT. 4-12. Canadian Commissioner W. H. P. Maresch, 8 Temperance St., Toronto.

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5. Canada Revenue Album

Album for revenues is being published in sections and several have been completed so far. As to revenues themselves, we are always in the market for larger collections and accumulations. Our latest purchase, for example, was an estate property consisting of one of the finest collections of Canadian revenues in existence.

ERRORS

New printing procedures in Canada have produced several major errors and despite the dependence on computer run printing machines will produce more. We are most eager to purchase anything that may be discovered in the way of errors and varieties and will pay handsome prices for anything attractive. In 1959, for example, we purchased 105 copies of the Seaway Invert, nearly all at high prices.

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Figure 5—

The late addition of Canadian postage on this cover — (Aug 18 1917) — was necessary for transmission to the amended address in the USA.

Evolution Of Concessional Postal Rates For The Canadian Armed Forces

by LT. COL. R. H. WEBB

The First World War

When the Cabinet ordered the mobilization of a Canadian Overseas Expeditionary Force on 6 August 1914, the declaration was made "that the Force will be Imperial and have the status of British regular troops"; and that statement appeared in Militia Order 372 of 17 August 1914. * From that declaration stemmed a number of legal and financial problems which plagued Canadian military and government officials for more than two years, for it turned out that the Force was not "Imperial" and its members did not have the status of British regular troops. One of those problems concerned the entitlement of Canadian troops to postage free mail.

On 1 October 1914, consequent to some verbal or written authority—the nature of which is now uncertain—field post offices of the Canadian Postal Corps with the Expeditionary Force began

* "Official History of the Canadian Forces in the Great War 1914-1919" by Colonel A. Fortescue Duguid.

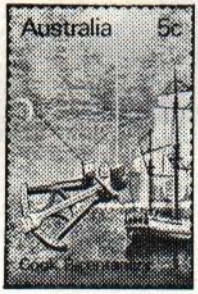


Captain James Cook, discoverer of Australia

Prediction:

Australia's 1770–1970 Bicentenary stamps will be the world's most important 1970 issue

AUSTRALIAN POST OFFICE









The five Australian Cook Bicentenary 5c. stamps are: 1. Cook. 2. Landfall. 3. Landing. 4. The Team. 5. Possession. The 30c. stamp has a symbolic treatment of Cook's achievements. Cook's bark, 'Endeavour', dropped anchor in Botany Bay, Australia, on 28 April 1770, on the first of Cook's three Pacific voyages.





Your dealer will have the stamps and mini sheet of Australia's 'Cook' series

Australia's Bicentenary stamps are also printed in 'mini-sheets' of six stamps — the first sheets of their kind in Australia since 1927. Cook's achievements have influenced almost every country in the world — we predict this will be the most important issue of 1970!

AUSTRALIAN POST OFFICE

accepting ordinary letters up to four ounces in weight for free transmission to addresses in Canada and Gt Britain. As of that date the Force was completely embarked and en route to England; technically the troops were on active service abroad hence entitled to the free postage privilege accorded to British troops in that status.

At Salisbury Plain Canadians learned to their surprise that British postage (1d) had to be affixed to their ordinary letters since the British postal service had no legal or financial authority under which Canadian free mail could be transmitted to Canada except on a postage due basis. Also, those letters had to be posted in British POs, although some departure from this policy was allowed when Canadian troops were encamped a great distance from the barrack areas. Thus Canadians had to abide by the same rules regarding postage rates as applied to British troops at home.

Information concerning this situation undoubtedly was cabled back to Ottawa, for under UPU procedures Canada was obliged to tax any stampless letters arriving from members of the Force. Letters which had been written and posted in the FPOs during the voyage from Gaspé to Plymouth were, of course, in that category. Something had to be done and done quickly; for obvious reasons the Government just could not allow those letters to be taxed. Accordingly, it seems that the PO Department directed that Canadian postage stamps (1c. for drop letters; 2c. for others) be affixed to all stampless letters arriving from the Force. And the task was allotted to the exchange offices where incoming bags of mail would first be opened.

The principal cover illustrated at fig. 2 probably came from one of those stampless letters posted on board ship while the writer waited to land at Plymouth. Strangely, the date in the Toronto cancel coincides with the date in the receiving mark on the cover illustrated at fig. 1; yet this latter cover has no Canadian postage on it. It is now

Martin Apfelbaum:



There was a time not too many years ago when we in the stamp business dried up and blew away from Memorial Day until Labor Day. We used to trim our inventories, furlough help, plan long trips and generally prepare for suspended animation. This has been decidedly changed in the last few years.

What we think has happened is that the wide distribution of air conditioning has changed the country's habits Once the thing to do during the hot sticky days of summer was to get away: to go to lake, shore or mountain, or to take any other escape that would offer a little hiding place. Our homes, or at least one room, are air-conditioned and comfortable, and are readily and cheaply accessible.

This has changed stamp collecting as a summertime business . We now find more activity during the summer than in some winter months. The leisure of vacations apparently becomes a favored time to work on stamps. Acquisitions are mounted, gaps are noted, interest is reawakened.

With this in mind ,each year we try to schedule an auction to suit this new way of life. This year we think we have outdone ourselves. Our Public Auction #258, to be held on August 5th, 6th & 7th, will have as fine a selection of stamps as any we have ever held. The catalog will be available soon and I can only urge that you go through it carefully, for you are almost sure to find things of interest. Reserve a few days to come to Philadelphia, tour this interesting and historic city, enjoy the many entertainments, and of course to buy good, scarce and desirable stamps. It's a great way to spend a vacation.

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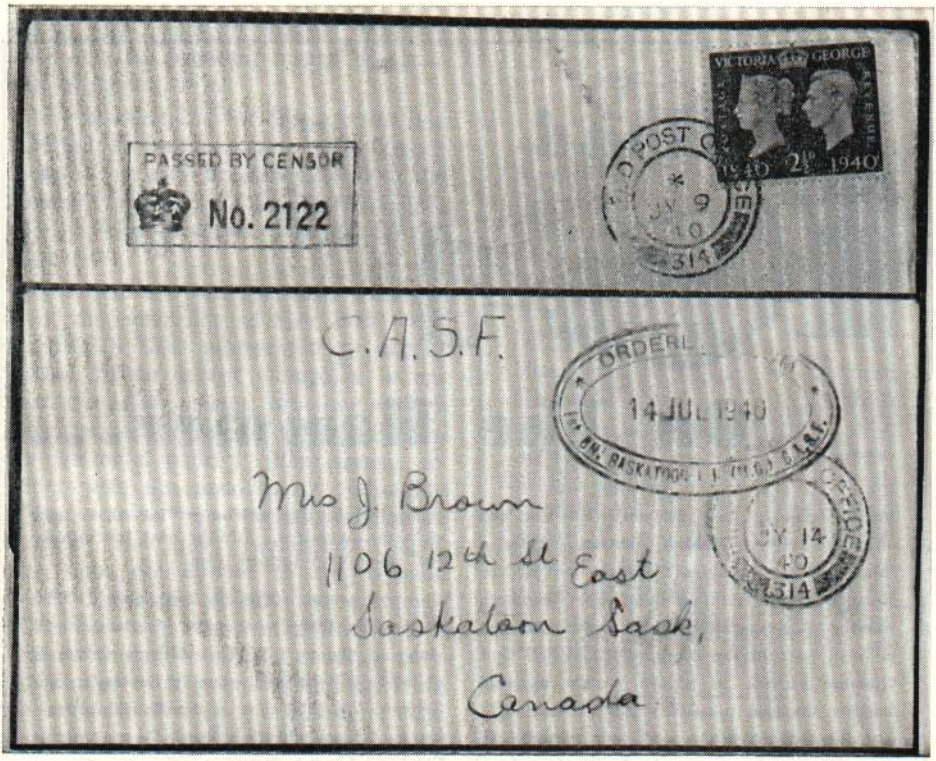


Figure 6—
The upper cover shows the 2½d postage required on letters from Canadian troops in the UK up to 9 July 1940. Thereafter, ordinary letters carrying an unit office cachet could be franked by Canadian or British FPOs, as shown in the lower cover.

known that some franked mail was taken ashore by pilots returning from the "Franconia" to Father Point on 1 October and that more was collected on the 2nd when the Minister of Militia and Defence came to Gaspé to bid farewell to the troops. Presumably, those two lots of mail were held somewhere in Canada (but probably not at an exchange office) until the first despatches arrived from the overseas Force. (See article on pages 50 to 52 of the Canadian Philatelist Vol. XVII No. 2 for another version of this interrupted mail story).

The next phase in this rather bizarre affair began in mid-February 1915 when the 1st Division arrived in France and became part of a British field army" on active service abroad". Immediately Canadian soldiers were entitled to the same postal benefits as the British. That is; they could send ordinary letters up to four ounces in weight post free to "the United Kingdom, British Expeditionary Force, British possessions generally, Egypt, HM Ships of War and HM Troops serving abroad. " *

Apparently the PO Department in Ottawa must have been informed that pending a financial agreement the British GPO could not transmit, between the UK and Canada, "free" mail from Canadian troops serving in France and Flanders. It is assumed that Canada agreed in some manner to foot the bill, for the mail was forwarded without stamps or tax markings. For more than two years that "free" mail arrived at destination with Canadian postage

* Extract from 1st Canadian Division Routine Order No. 845/30 July 15.

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stamps and Canadian cancels superimposed on the franking marks of Canadian overseas FPOs.

It seems that the PO Department had intended to relieve some this burden by issuing stamps pre-cancelled with the phrase "POSTAGE PAID AT OTTAWA", etc. but the intention was never fulfilled.

The impasse was partially resolved about the beginning of May 1917 when the British GPO authorized its offices in the UK to accept stampless letters from Canadian troops provided each letter carried the cachet of a hospital's, a unit's or a padre's office stamp, together with the endorsation "Canadian Soldier's Letter" or "Canadian Officer's Letter". The latter requirement, however, does not appear to have been strictly enforced. While the exchange offices forwarded these stampless letters they continued to affix Canadian postage stamps to free letters coming from the troops in France and Flanders. (The postal rates, of course, had increased by 1c. due to the imposition of a war tax on 15 April 1915).

The only explanation I can offer for the disparity is that the letters from France and Flanders did not have the requisite cachets and endorsations, but there may have been other reasons, as the next paragraph suggests.

On 16 July 1917 a report submitted by the Acting Postmaster General to His Excellency in Council stated;

> " The British Government had arranged to extend franking privileges to all ranks of the Overseas Forces of Canada in Great Britain, whereby all unstamped letters posted by them and addressed to Canada will be forwarded untaxed. "
> " As letters from the Overseas Forces of Canada in France, Belgium, Flanders and elsewhere, wherever the Canadian Expeditionary Forces may be fighting, are being forwarded by the British authorities and received here without postage stamps, provision be made to have these letters delivered in Canada free of postage. "

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Nauru	1.70
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Privy Council was approved by His Excellency the Governor General on 20th of July 1917. Eight days later the PO Department issued an instruction directing the cessation of the practice of adding Canadian postage stamps to free letters.

A sequel to this extraordinary matter is provided by a free cover which has 3c. worth of Canadian postage cancelled at Winnipeg on Aug. 18 1917 — three weeks after the above mentioned directive had been issued. The reason for disregarding that directive obviously lies in the fact that the cover was re-addressed to a point in the USA. Although the Americans were then Allies no reciprocal agreement had been made for the free transmission of each other's service mail, and so the postage was added to avoid taxing the letter.

I know there is much more to this story but an article is hardly the place to describe the legal and financial negotiations that took place during those nearly three years between 6 August 1914 and 20 July 1917. Suffice it say that the difficulties were caused by the growing pains of a young nation trying to help the Mother Country in time of dire trouble. The free privilege was withdrawn by Overseas Routine Order No. 5382 dated 19 March 1919.

The Second World War

The old saying that history often repeats itself was well demonstrated in 1939 when Canadian troops were again sent on "active service abroad". As the first contingent of the 1st Division arrived in Glasgow on 20 December a Canadian Army Routine Order came into effect to govern postal privileges. It read as follows;

" 248 POSTAL PRIVILEGES

1. Arrangements have been made for delivery to destinations free of postage charge of letters posted by members of the British, Dominion, Colonial and Allied forces on active service abroad.

2. Such mail must bear the stamp of the orderly room or other indication of having been sent by service personnel. "

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1962 Q.E. 'G'		MINT Single	MINT block	USED single	USED block
#046	1c. brown	.75	3.00	.75	3.00
#047	2c. green	1.00	4.00	1.00	4.00
#048	4c. red	1.50	5.00	1.50	5.00
#049	5c. blue	.50	2.00	.50	2.00

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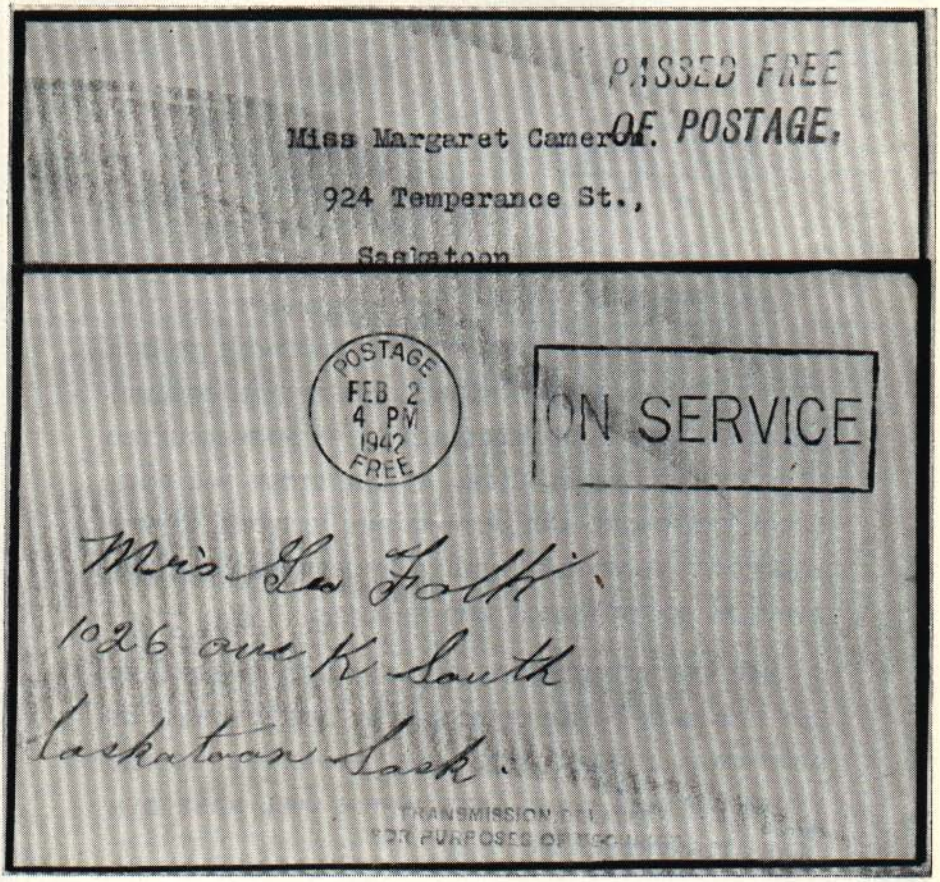


Figure 7—
Two maritime mail covers franked at Halifax. The upper one is from an Australian naval ship (HMAS Perth) which visited Halifax at the end of October 1940; the machine cancel on the lower was used largely on mail received from incoming troopships.

Despite the import of that order, the troops quickly found they had to affix 2½d worth of British postage stamps on their letters to Canada, and the letters had to be posted in British POs. As in 1914, Canadian authorities seem to have been overly eager and had failed to negotiate a reciprocal financial agreement with the British GPO. Whatever it was that went awry about six months were taken to straighten it out, for not until 10 July 1940 were Canadian FPOs in England allowed to frank ordinary letters.

Conditions governing the privilege were that each letter must;

1. not exceed 2 oz. in weight,
2. be addressed to Canada
3. comply with military censorship requirements,
4. be transmitted by unit arrangements to Canadian FPOs,
5. bear the endorsation "C.A.S.F." or "R.C.A.F." at top of the envelope.

Addition of the orderly room stamp was simply a device to prevent abuse of the privilege by unauthorized persons in the UK. In other war zones the privilege became operative as soon as Canadian FPOs were opened, and usually, reciprocal arrangements existed with adjacent Allied postal services. Ordinary letters processed through civilian POs,

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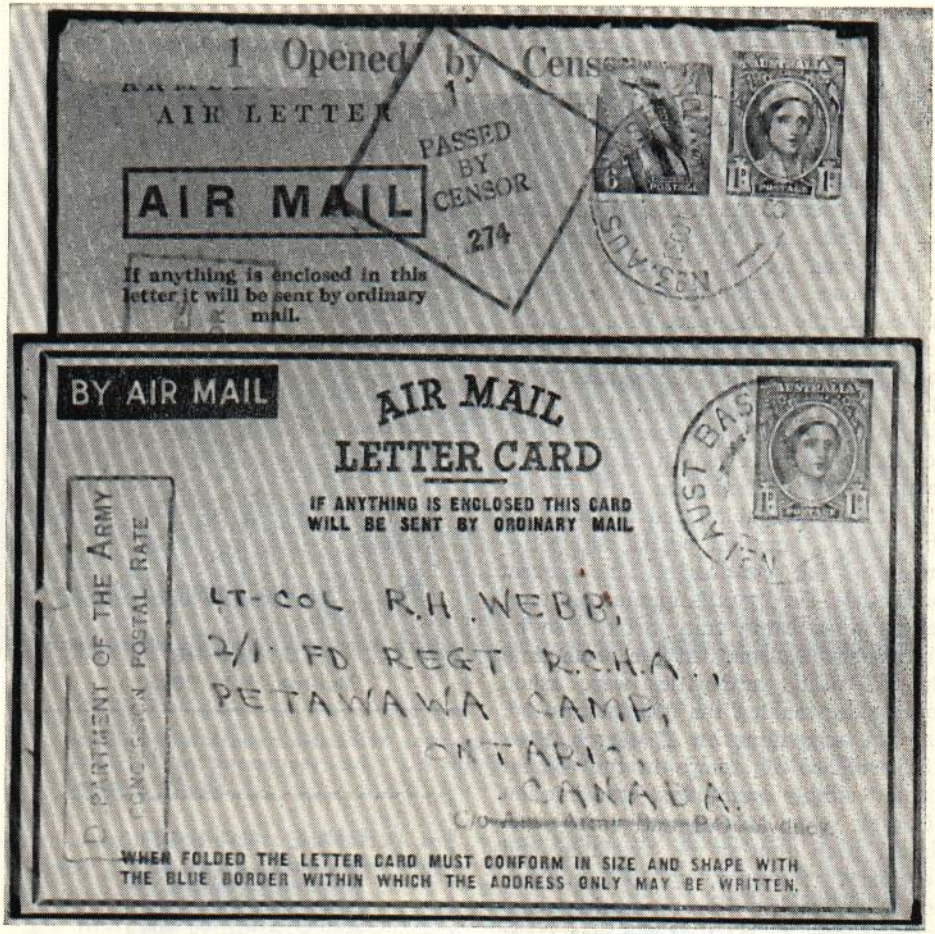


Figure 8—
These two air letters, from members of No. 1 Canadian Special Wireless Unit at Port Darwin, Australia, show the normal and concessional postal rates.

however, required postage unless received from Allied warships, troopships or merchant navy ships. Such letters delivered to the Halifax, N.S. post office were franked as illustrated in fig. 7.

Besides the privilege on ordinary letters, concessional rates were granted on some types of air-mail. Early in the War, commercial air lines used flying boats on their routes across the Atlantic and the Middle and Far East. Not only were these craft slow and extremely vulnerable to adverse weather and enemy action, they had little cargo space for mail. Consequently an air-mail letter often took longer than one sent by surface route. In order to increase the number of individual communications that could be carried in the limited space, British postal authorities introduced the airgraph in 1941. Its normal cost for civilian use was 8d but Canadian troops in the UK could send one to Canada for 3d. In the following year, when land-based aircraft began to fly over the oceans in steadily increasing numbers, the air letter made its appearance with a postal rate to Canada of 6d. Subsequently this figure was reduced to 3d for Canadian troops and even less from some areas. For instance, in 1945 a Canadian serviceman in Australia

could send one home for 1d while from SE Asia such letters were accepted as free mail.

The change in the air letter rate from the UK to Canada came about in a rather amazing way. The 6d rate had been established for air letters to British troops stationed in the Middle East, Africa, India and other areas, hence it was adopted for air letters to Canada. When some Canadians went to North Africa in the early part of 1943, they found that the air letter forms issued to British troops had the words "Affix British 3rd Stamp Here". Naturally they obeyed the instruction as did their comrades who arrived in Sicily a few months later. Canadians still in the UK quickly caught on and began to do the same. Canadian postal authorities condoned this evasion of the correct postal rate, for by mid-summer ordinary letters were being transported free by air back to Canada. At the same time the UK postal authorities were asked to consider making the official rate 3d, and this was done on 17 March 1944. The presence of stamps in the correct amount simply guaranteed transmission of an air letter by commercial air route should such routing be available and necessary. However, by 1944 military postal air services were operating regular schedules to most of the war zones and all letter mail was being carried regardless of postage. Accordingly, the use of stampless air letters gradually increased, particularly from SE Asia where commercial air lines were not available. After all, it was to the advantage of all concerned to use air letters rather than ordinary letters because of their obvious saving in weight. Presumably this was the reason for the special CHRISTMAS ISSUE 1944 - POSTAGE FREE air letters and the 1d rate from Australia. All privilege and concessional rates, as far as Canadian troops were concerned, ceased on 31 December 1946.

United Nations Operations

Canadian troops again received the privilege of sending postage free letters when they took part in the several

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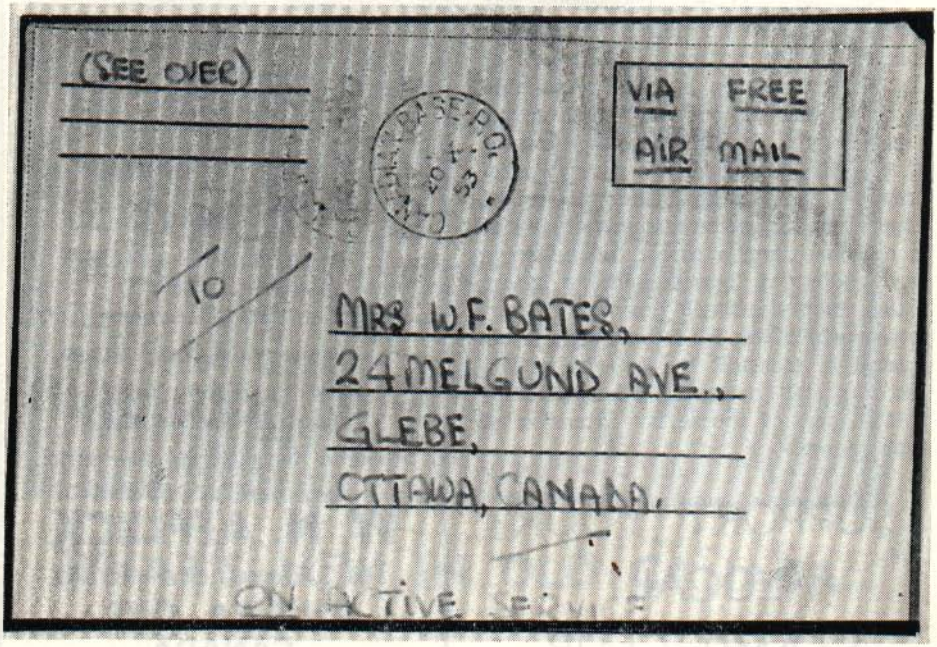


Figure 9—

An air letter from a Canadian serving in Korea franked by CANADIAN BASE PO in Vancouver, B.C. On the back is the postmark of CFPO 27 dated 8, 10, 53.

active service operations conducted by or under United Nations authority from 1950 onwards.

The first occasion was the campaign in Korea. Canada supplied army, navy and air force units for this campaign and the Canadian Postal Corps opened a number of CFPOs and CAPOs in Korea and Japan between 8 November 1950 and 15 September 1955. All those offices as well as CANADIAN BASE PO in Vancouver, B.C. were authorized to frank ordinary and air letters addressed to points in Canada. While most of the letters were processed by the POs in Korea and Japan a small number reached Vancouver either unfranked or improperly franked; for instance mail posted on HMC ships en route from the war zone had to be franked in Vancouver. So it was the responsibility of CANADIAN BASE PO to correct the void.

In subsequent operations — in Egypt (Gaza Strip) ,the Congo and West New Guinea — the UN Administration negotiated the initial postal arrangements with the governments concerned. Then, it requested each nation supplying a contingent for the UN Force to accept postage free ordinary and air letters sent by members of their respective contingents. On receipt of concurrence the UN postal facilities began franking such letters with their distinctive markings. Where this arrangement was not in effect such letters had to bear local or national, i.e. Canadian, postage stamps.

NATO

The free postal privilege has never been authorized for Canadian troops serving abroad under the North Atlantic Treaty Organization; presumably because they were not on active service. However, what would seem to be a concessional rate on air letters was authorized.

Since 1951 the PO Department has supplied special air letter forms for correspondence by, or to, members of the Forces serving abroad. Available at most POs without cost, such forms could be sent for 5c. (now 6c.) instead of the 10c. required for normal areogrammes. While the former rate might appear to be a concesssion actually it is no more than a carrot to encourage the sending of light weight air letters rather than the much heavier ordinary letters which the PO Department is obligated to transmit by air within Canada's postal system. The CFPOs/CAPOs are, of course, an extension of that system.

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WHAT'S NEW IN OLD CANADA

By DR. FRED STULBERG

THE DOTTED INNER CIRCLE DATER

Very little information has been gathered about this distinctive mark and this is likely because of its scarcity First mention of it was by Jarrett in his Catalogue of 1929. It is listed there as #318 and is shown to be from Ottawa only and without the Maltese crosses in the design.

Actually these devices have been found used at Toronto and Ottawa. It has a solid outside ring 25 mm. in diameter and a 15 mm. dotted inner ring. Between the two circles is the name of the post office (Toronto or Ottawa) on the top and the word CANADA on the bottom. These are separated by Maltese crosses at the 3 and 9 o'clock positions. Normally, the indicia which is enclosed by the dotted circle reads in the same direction as the name and location of the post office.

Examples of usage from Toronto appear to be more common than those from Ottawa likely because of the differences in the period of time that they were used at each place. Approximately fifteen strikes are known from Toronto and about a third that number from Ottawa.

Use at Ottawa was apparently confined to a short period in 1885. The earliest known date seems to be January 16th and the latest date January 22. The indicia was the three line type with the numeral "2" on top, the year "85" on the bottom and the month and day in the middle. As Toronto the earliest known date appears to be July 30, 1886 and the latest November 23 of the same year. The date was expressed in two lines with the year "86" on the bottom with the month and day above it.

Of all the known strikes of this device the one pictured above appears to be unique because the indicia central portion sits at right angles to the normal position. From this we may assume that either the inner circle or the outer ring could be removed from the "body" of the device and replaced in a different position. More likely than not it was the inner circle that could be separated from the rest of the device to allow for easier insertion of the date. It is also possible that the dots in the inner circle

were caused by flute-like ridges that locked the two components together and kept one from shifting within the other.

Perhaps it is coincidence but all Toronto strikes known to me are either on 1c. "Small Queens" or on 1c. cards of the era. Of the few Ottawa strikes known, one has been found on the 3c. "Small Queen". It would be interesting to see what further information can be added to this story.

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By HANS REICHE (RPSC 6397)

This may be the first time that a Canadian stamp will be printed by any other than the two Bank Note Companies. The Lismar painting will be printed in Toronto and as far as we hear it will be a very nice stamp. All the suggestions for the Christmas stamps are now being examined by the group of experts and it would not be surprising to see instead of the usual two stamps four or even more stamps to be issued. The Post Office must have caught on that stamps can be profitable and one suggestion is to issue more high values (and that one coming from philatelists). One thing is certain that any country issuing stamps just to fill their purse and try to milk the collectors, normally ends up in a considerable decrease in the interest. Some countries were forced to sell their stamps below face value.

And again we can report another oddity. This time on the last Christmas stamp, the 5 cents value. A strip of five stamps was shown with what looked like a pre-cancel with two black horizontal lines across the stamps. The black stripes appear to come from a poorly wiped plate and although these are an oddity rather than a constant variety, nevertheless, they are of interest.

The million Dollar RA exhibition produced some interesting novel items. A most interesting display was a comparison of black stamps of the world each with a different colour name in accordance with various catalogues. On display was of all the different recent 4 cents regular stamps. You may not believe it is possible to make up fifteen pages from this but if you include the stationary this is not a problem. For the first time in Ottawa we had some postage meters and if you ever tried to get the early meters, you will know how difficult this is. A lovely exhibit of old ship letters, some from the Cunard Line was amongst the Master Class. This Master Class can be recommended to all larger clubs. It gives the medium and beginner class a chance of winning prizes and the advanced collector an encouragement to exhibit better material without being afraid of taking away some prizes from the others. It certainly raised the level of this show to above a national one. With over 1700 pages on display it was the best one so far.

A few more of the imperforated coils, 6 cents, were found in Ottawa. Now that these exist both from the rolls of 100 and the roll of 500 more of them will be turning up and the original price is already down by 60%.

During my recent trip to the USA and at the exhibition in Ottawa many discussed the impact of the present inflation on stamps. Speculators have certainly lost their interest and many are glad about this. If you remember the drastic reduction of prices in such countries as Germany, France, Italy, Vatican, Israel, United Nations etc. some years ago you can atribute this to overspeculation. The market is much more firm and not many fall for these out of the way country small issues. Were it not for the topical collectors some of these stamps would never be bought. Many dealers agree that if the inflation continues that some slight reduction of even some of the more popular countries may take place. The classic stamps will level off for a brief period but no reduction in prices is forseen here. It may well be more difficult to sell general collections and very expensive stamps and find ready cash but the prices for these classic stamps will prob-

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ably remain firm and the demand for good material will continue.

What must be considered a major step forward in automated mail handling is the announcement by China that they have stopped using stamps. No more stamps will be sold and apparently this has been confirmed. If all this is true then it will be very interesting to watch development by other countries. Although we stamp collectors may not like this event, one must confess that the system of postage stamps is a rather outdated type of system. First one has to find a post office, then one has to ask a clerk to sell to you a 6 cents stamp. The clerk then has to find the right value, tear it off from a sheet and then you pay for the stamp. One must then stick this piece of paper on the correct side of the envelope, especially in summer when this piece rather would like to stick to your finger than to the envelope. One must then bring this letter to a mail box. Then the letter is taken from the mail box, the stamp must be cancelled and after sorting, on its way goes your letter. We must see how this problem has been solved in China.

The new 25 cents booklet with four 6 cents stamps in black is out. The cover is the same with the exception of the stamp values. The new cover again has the black slug across the folding edge for every 25th book. But what is new, is the completely reworked die. The entire die appears reworked and the outside frame lines are strong, all shading lines are strong and restrengthening around the numeral 6 shows a white space between the value and the lines, when in the older die this was not so. But there are certain features which identify the old die and it is obvious that no new master die was prepared.

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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.

(*) Has requested that street address be left out)

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9368 Wilimek, Bruno, 19 York Street, North, Lindsay, Ontario

9369 Ward, Dr. Floyd R., Box 538, Spearfish, South Dakota 57783, USA

9370 Quigg, Grant, 821 Birchmount Road, Apt. 606, Scarborough, Ont.

9371 Kannagieter, John B., 31 Dallington Drive, Willowdale 427, Ont.

9372 Abrahams, Basil V., 33 Teddington Park Ave., Toronto 12, Ont.

9373 Killingbeck, Mrs. Bernice, 905 Birch Ave., Peterborough, Ont.

9374 Clark, Roger, 2100 ave., Mont-Thabor, Quebec 3, P.Q.

9375 Adams, Albert L., 122A Baldwin Avenue, Jersey City, N.J. 07306, USA

9376 Chapman, Wilfred E., 301 Y.M.C.A. 79 James St., S., Hamilton 10, Ont.

9377 Nicholson, Thomas, 54 Lexington Avenue, Rexdale, Ontario

9378 Bumphrey, James L. Box 2043, Medley, Alberta

9379 Gray, Ross D., P.O. Box 174, Lindsay, Ontario

9380 Buscarlet, Hugh W., Box 69, Souris, Man.

9381 LeBeau, Charles W. M., C/o FDIC Box 1458, Detroit, Mich. 48231, USA

9382 Mamber, Jerome H. Ray, Box 54628, Terminal Annex, Los Angeles, Calif. 90054, U.S.A.

9383 Cool, Edward E., Box 41, Federal Square Station, Harrisburg, Pa. 17108, USA

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9385 Phillips, W.O., A.R., Canadian Forces Base, Medley, Alberta

9386 Vettel, Andrew E., 4441 Kennywood Blvd., West Mifflin, Pa. 15122, USA

9387 Foures, Robert G., 127 Hill Street, Winnipeg 6, Manitoba

9388 Stadlmayr, Hubert J., 1325 West Ave., Fullerton, Calif. 92633, USA

9389 Van Dam, Erling S. J., 1274 Royal Drive, Peterborough, Ont.

9390 Benningen, J., 157 Wildwood Drive, S.W., Calgary 5, Alberta

9391 Moen, Major Eugene D., HQ. USEU COM. STS, Flt. Ops, APO, New York 09128, USA

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9393 Sharpe, Milton F., 411 Cumberland Avenue, Apt. 1515, Winnipeg 2, Man.

9394 Livingston III, James R., 5541 Orange Ave., Long Beach, Calif. 90805 USA

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9396 Hanson, Rev. Charles, 209 South Monroe, Steator, Illinois, 61364, USA

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9435 Roe, Miss Barbara Ellen, 2877 Ellesmere Road, West Hill 780, Ontario
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Chapter Representative
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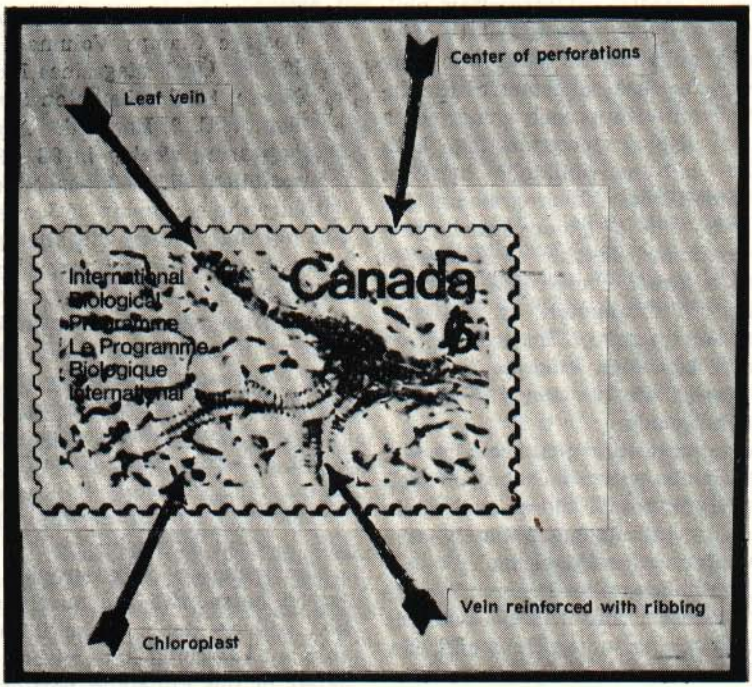
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YOUTH EDUCATION PROGRAM



AN EXAMPLE OF HOW STAMPS MAY HELP IN THE STUDY OF BIOLOGY AND MATHEMATICS

The Stamp illustrated here was issued in recognition of the International Biological Programme. Description of the subject of this stamp was prepared by the Canada Post Office Department, identification of the several features was made by our Youth Education Program.

Probably the most important process which determines biological productivity is photosynthesis. This is the process which, directly or indirectly, provides all living systems with the necessary energy for growth and metabolism. In designing Canada's stamp, the artist has, therefore, symbolized the productivity theme of IBP by a microscopic view of the inside of a leaf, the familiar light-capturing organ where photosynthesis takes place. The thin section of leaf tissue which is depicted shows many cells containing tiny green bodies called chloroplasts. The chloroplasts absorb light and convert a small percentage of it into sugar. Besides cells with chloroplasts, the microscopic view shows leaf veins. Some of the vein cells are reinforced with ribbing and are used to supply the water needed for photosynthesis which comes from the roofs. Some of the other, more ordinary-looking vein cells are specialized for collecting and moving the sugar produced by the chloroplasts to other parts of the plants where it is used for growth and development.

Our application of mathematics deals with the conversion of metric measurements into English measurements. By convention, stamp sizes are given in metric terms with widths shown first followed by the height size. The international Biological Programme stamp measures 40mm x 24mm from centre to center of perforations. Convert mm into cm then multiply by 0.3937 to obtain the correct results.

A recent venture of the Society is the Youth Education Programme which is designed to create an interest in philately among young people and to offer continuing guidance to those who may become the serious collectors of the future. The initial approach comprises a travelling display incorporating both philatelic and non-philatelic material supplemented by a slide programme. The educational value of stamps can be presented by knowledgeable collectors to children in school, church and community groups. Information is available from the Coordinator of Youth Activities. **The Youth Education Program is a Non-Profit project of The Royal Philatelic Society of Canada.**

General purposes are to acquaint and aid youth clubs with the hobby as well as assist them; to aid those involved in education by introducing philately as a supplementary educational tool.

The Youth Education Program's slide library and other aids will be available without charge to junior clubs and educational institutions.

Duplication of existing programs is permitted provided due credit is given The Royal Philatelic Society of Canada.

Programs created on request for educational bodies and institutions will be made available to them at cost. It is expected that a copy of the program be made available to The Royal Philatelic Society of Canada for its slide library.

The Youth Education Program depends on participants as much as on volunteers to work with groups or assist in preparing special programs. May we hear from you?

Write to:
M. Madesker
157 Clifton Avenue
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SUPPORT OUR YOUTH PROGRAM

REVIEW

The International Encyclopedia of Postage Stamps Volume 1, Part 1, No. 1 I.P.C. Magazines Ltd., Tower House, 32 Southampton Street, London, W.C. 2, England. A part-work appearing weekly in 98 parts. Subscription £11-14-0 per annum.

Under the editorship of James MacKay this new publication will attempt to present an alphabetical encyclopedia of philately.

Extensive use of colour makes it attractive to all interested in the hobby and it's ready availability on English bookstalls will provide a great deal of valuable information to the junior collector at a reasonable price (4s. 6d each issue). Unfortunately it is available in Canada only on a subscription basis and this is a bit expensive.

The inclusion of geographic and historical notes with the purely philatelic text will no doubt make it more saleable but one could have wished for more detail in the Philatelic portions. However, such a publication cannot be all things to all people and for what it is does a competent job and will light up a few dark corners.

K. R.

* * * *

TEXAS: THE DRAMA OF ITS POSTAL PAST. By Alex L. ter Braake. Published by the American Philatelic Society, Inc., P.O. Box 800, State College, Pa. 16801. 304 pages, clothbound. $15. postpaid from the publisher. (A 20 percent discount is allowed to A.P.S. members.)

Members of the A.P.S. will be familiar with Alex ter Braake's love affair with Texas postal history and will be glad to see that his monumental series of articles is now available in hardbound form.

Facets covered include Spanish and Republic eras followed by the early statehood and frontier period.

This extremely well documented research study is a must for the postal history student and it will become the definitive work on the subject.

Mr. ter Braake is to be congratulated for this fine contribution to philatelic literature and also for the donation of his research documentation to the American Philatelic Research Library.

K. R.

* * * *

CANADIAN ROLLER CANCELLATIONS (1894-1930), 2nd Edition By E. A. Smythies, F.C.P.S.G.B.

There is little doubt that the 1st Edition (Smythies and Hollingsworth) was the reference work on these cancellations which, up until that time, were considered by many to be undesirable. This handbook of the Canadian Philatelic Society of Great Britain proved that these were now collectable in an orderly fashion and certainly influenced many serious collectors into this field. The second edition is an improvement on the first in several ways. As may be expected, the typographical errors have been corrected. In addition, approximately 250 new rollers have been added to the list. Also the list of forged Roller cancels has been expanded as have been the Rollers used as pre-cancels, on postag due stamps, errors and mistakes and most of the other "miscellaneous" divisions. A change that should help many collectors who collect cancellations according to Provinces is the addition of a Provincial listing.

It goes without saying that this is a must for not only the collector of Canadian Roller Cancellations but also for anyone interested in the general field of Canadian cancellations. Copies are available from S. F. Cohen, 51 Westfield Road, Birmingham 15, England @ 15/- or from R. J. Wooley, Apt. 206, 1520 Bathurst Street, Toronto 10, Ontario @ $2.00.

F. G. S.



Dear Sir:

During the early days of several recent new issues I have been arranging for my family and friends to use our newest commemorative stamps on letters to this address in order to get used copies.

In the past two years this has almost been a waste of time and money. The stamps are coming back like the enclosed sample. This of course makes them useless for a stamp collection or for trading to fellow-collectors in other countries.

Many countries today seem to take pride in having fine-lined cancellations so that the design is not obliterated. The art work in most commemorative stamps is a thing of beauty, so why act as if the post office is mad at anyone who uses a stamp.

May I suggest that the R.P.S.C. approach Canadian postal authorities with a view to getting a neater and more presentable cancellations than is now the case, especially in large cities.

Respectfully submitted and with kindest praise for your work on The Canadian Philatelist.

Yours sincerely,

J. W. HOULDEN #5328

* * * *

Editors Note: We are continually working toward better and more attractive designs in both stamps and postmarks. All members interested should write to their own M.P. on the subject.

* * * *

"What is the Royal Philatelic Society of Canada up to?" This might also be entitled "Don Quixote Millar once more tilts at the windmill of the R.P.S.C."

Anyone who pays much attention to these Bulletins should know by now

that I don't like the 16 page format of the RPSC Exhibition. I have stated, ad infinitum ad nauseam, that it cuts out the small collector member of the Royal from showing a small 8 page exhibit in the show. That it restricts the show to the more affluent and specialist members of the Royal, who surely just make up a small percentage of the total membership. It has been suggested that it is intended to make all exhibitors equal, that no person can overwhelm another by putting in an exhibit of 30 or so pages. But now we have the RPSC establishing a Club Champions section in the show to be held in Winnipeg and, as far as I am concerned, one of the qualifications will right away disqualify at least 90% of the Chapters in the Society. This is that Club Champions Exhibits will be 16 pages. I think most of the Chapters will be like #73 and will use a 6 page frame, so in order to comply with the new show regulation the exhibit will either have to be increased or reduced in size. In my opinion this will not be the same exhibit which won the Club Championship and as such has no business being shown in the Club Champions Class at the Convention. To ask the question in the heading of this Editorial, what is the RPSC up to? Are they, by using this 16 page regulation as a lever, trying to force the Chapters to go to an 8 page frame? This Chapter, no doubt like most of the others in the Royal, has a considerable amount of money invested in 6 page frames. If this is the thinking of the Royal then they should come right out and tell us and I think the Chapters should be assisted financially by the Royal if we have to get 8 page frames made. OK RPSC, just what ARE you up to?

M. MILLAR,
Bulletin of the Barrie District
Stamp Club

Editors Note:

In regard to your comments about the exhibition format I must first point out that it is not an R.P.S.C. regulation which establishes the size of the exhibits. When the R.P.S.C. is invited to hold its annual convention by a host club as is the case in Winnipeg this year, **all** arrangements including frame size, exhibit regulations, cost of registration etc., are the **sole** responsibility of the host club.

The 16 page exhibit was chosen for Toronto becauses space was limited and the frames available were in that size. I imagine that the Winnipeg Philatelic Society has the same problems. They are getting their frames from a chapter in Edmonton I understand. The 16 page size is of course standard for major exhibitions and if the national exhibition is considered as a preliminary to international exhibition participation this is good practise for exhibit design purposes.

I fail to see how it restricts participation to "affluent" members. I would have thought the reverse was true. We can all fill one frame with something whereas only the "affluent" could fill 10 frames.

Finally, both the President and myself are members of local clubs who have 6 page frames and we think that the 6 page size is ideal for local exhibitions and would not want to change.

In view of the fact that other members may be labouring similar misapprehensions I will reprint your comment and my reply in the next C.P. and I trust that you will do the same in your bulletin.

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THE "SMALL" INVESTMENT

"I didn't consider my stamp collection as a hobby, but as an investment, just like shares of stock. I didn't want any publicity about myself. I didn't want to be bothered by stamp dealers."

So said "Mr. Great", previous owner of the world's rarest postage stamp, now revealed as Frederick T. Small, an Australian long-domiciled in America.

He is further quoted as saying that his stamps were always in the custody of Finbar Kenny, and that he saw the One Cent black on magenta of 1856 only once—just after it was purchased and sold to him by Mr. Kenny, who mailed to him, when he looked at it—then mailed it back to Mr. Kenny.

Such an attitude must be incomprehensible to collectors of postage stamps —as well as other fine arts—and the reason is worth examining in view of the well-kept identity secret and the unique character of the British Guiana one cent.

Born in Queensland, Australia, eighty-one years ago, Fred Small formed a stamp collection during his youth, and when he joined the army in 1914 it disappeared as his family gave it away to friends and guests interested in stamps.

In 1939, after the outbreak of the war in Europe, Fred Small remembering the catastrophic inflation of the 20's decided to invest a certain amount of his money in postage stamps. He had seen in the 1920's million mark German insurance policies and annuities, representing the capital and savings of prudent men and widows, paid off with a postage stamp which could not even carry a letter.

Though he felt it unlikely that such rampant inflation would occur in the United States, he reasoned that rare stamps would be an investment which would have little risk, and at the same time provide a separate type of protection.

So he turned to Finbar Kenny, then managing the stamp departments at Macy's, New York, Bamberger's, Newark, and others for the R. H. Macy Corporation, and put forth the amount of money he would like to invest and the reasons for the investment. He did not specify any particular countries or types of stamps to be favoured: it was simply a question of buying top quality stamps which represented good value. Stamps then closely followed by prominent collectors were ruled out, not because they were not good, but because more than top prices would have to be paid to secure fine material (such as Mauritius, then being purchased by Caspary, Liechtenstein, and others).

There appeared on the market at that time the late Senator Ackerman's fine collection, which included a beautiful British Guiana collection. There were rumours that a similar collection formed in England by Edward Granger would also soon be on the market. To this was added the possibility of securing, at a reasonable price, the rarest of all rare stamps, the 1856 one cent black on magenta. The combination of the rare stamp with one or both of the collections would automatically increase both their values, so both collections were purchased at reasonable, but not distressed prices.

For Mr. Small the stamps were simply an investment—not an investment in the sense of a person buying bonds on which he would accrue annual interest, but one which would provide an insurance against the type of catastrophic inflation



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RUSTINGTON, SUSSEX, ENGLAND

which could have made his regular insurance and many of his holdings worthless. This never occurred despite the modest inflation of the past few years.

At all times Mr. Small's stamps were in the personal custody of Finbar Kenny, and when the rare 1856 one cent stamp was briefly displayed during the past thirty years (in two exhibitions in New York, one in London and one in Canada) this was always by Mr. Kenny, then taken back into his custody, for Mr. Small never displayed at exhibitions, never belonged to a stamp club, nor to any social group interested in stamps.

The reason for the recent sale by Mr. Small (excepting for his large multi-volume collection of classical Russian stamps, which he still holds), is two-fold: on one hand, as an orderly thoughtful person, he discussed the matter with his attorneys who felt that stamps left in estates often involve a lot of unnecessary expenses, handling, appraisals, storage and unnecessary insurance. On the other hand, after discussing the matter with Mr. Kenny, it was decided that while inflation was still a current matter, it was unlikely that catastrophic inflation would occur in America over the period of Mr. Small's life expectancy.

Accordingly, the stamps were placed on the market, and the extraordinarily high realisations reflect on one hand the wisdom of investing in good quality stamps, and on the other the excellent abilities of Robson Lowe Ltd. of London, and the Robert Siegel Galleries of New York, to obtain the highest price for fine material.

But what of this investment? In particular, of the 1 cent? Was Fred Small thinking logically when, as an outsider of the philatelic hobby, he set his sights on our greatest rarity?

Without straining your brain a great deal, some interesting playing can be done mathematically along these lines.

For example, you show the cost price as being about £15,000, which would be correct using $2.80 to one pound, the rate at 1970 level. However, at the time of purchase the pound was about $4.86 so the purchase price in pounds was about £8,000 based on rate of the time, and the compound interest rate would be higher to compensate for the devaluation of sterling relative to dollars.

Actually, at the time of purchase Fred Small had a large part of his money in Australian and British Securities and he liquidated some of these to purchase the stamp.

Alternatively, if the purchase had been made in riechmarks in 1940, which were worth slightly over 40 cents at the time, and which were called in on a 10 to 1 basis in 1948, then the increase, if expressed in marks instead of dollars, would be even more, as the equivalent D.mark cost would equal about 10,000 marks if adjusted for the revaluation of 1948, with the selling price over 1,000,000 D.marks.

While in dollars the One Cent appreciated seven times (700 per cent), in sterling it appreciated 14½ times (1,450 per cent), in German marks it appreciated 100 times or (10,000 per cent).

The same would apply to other European currencies and perhaps one of the gnomes of Zurich or a mathematical reader could calculate the percentage of increase that would have occurred if bought in 1940 against local currencies, almost all of which were devalued between then and now.

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Figure 1—
This letter was written in Orillia on 9 October 1843, but was not mailed at Toronto until 20 October or later. This delay meant that it would have missed the 3 November Mail out of Halifax, so it was sent through Boston at added expense. As the Mail would have been taken across Lake Ontario from Toronto to Rochester, there was no Canadian inland postage and in this case the U.S. postage of 25 cents was prepaid at Toronto. This letter connected with the HIBERNIA at Boston on 1 November and was delivered in London on 15 November. This was the HIBERNIA's fourth round trip.

Highlights From The Early Days Of The Cunard Line

By J. C. ARNELL, RPSC No. 8170

VIII. The Second Generation Steamers

In an editorial in the 3 November 1842 issue of the Halifax **Nova Scotian,** there was a further accolade on the service being provided by the Cunard Line.

"Her Majesty's Royal Mail Steamers continue to perform their trips across the Atlantic with great regularity. The very day, nay, almost the very hour they are due, we find them entering our harbour, and a ten day voyage to "merrie' England has ceased to be a performance commanding any great astonishment. It required some courage and patience to bear the fatigue and anxiety of a passage in a ten gun brig of the olden time, — and few dared venture; but now hundreds cross and re-cross, gentlemen and ladies fair, nothing daunted. So rapid is the communication established by this fine line of steamers, that a Merchant may visit the manufacturing districts of the mother country, purchase his goods, and scarcely be missed from behind his counter. The Caledonia, Commander Ryrie, which arrived on Monday evening, performed the voyage from Liverpool in twelve and a half days, and, for the season of the year, it may be called a very quick one."

As a result of this early success with

the original four ships, it was decided to add a fifth one to the fleet and the **Hibernia** was ordered from Robert Steele of Glasgow. She was slightly larger than the earlier vessels, being about 12 feet longer and 1,422 gross tonnage, with Napier engines of 1,040 horsepower. With the more powerful engines, she was about one knot faster than the **Britannia,** but had a much greater coal consumption. She was designed to carry five fewer passengers and a little more cargo. When first built, she was almost identical in appearance to the first four ships, but later the mizzen mast was removed, which improved her lines.

The **Hibernia** left Liverpool on her maiden voyage on 20 April 1843 and reached Halifax on 2 May after a 13-day transatlantic crossing. Until this voyage, the original four ships had been used in rotation, with a 10-day to two week stopover in Boston and a three week layover in Liverpool between trips. Now for the first time, it was possible to lay up a ship for a major overhaul. The first ship to be so treated was, as might be expected, the **Britannia,** which had been in regular service since her maiden voyage nearly two and a half years earlier. The **Britannia** was out of service for three and a half months. However before her overhaul was completed, the **Columbia** had been wrecked off Seal Island, N.S., on 2 July and the company was once more operating with only four vessels.

As already noted in an earlier article, immediately after the **Columbia** was lost, it was announced "a new Steamer of 1800 tons burthen, to supply the vacancy caused by the loss of the Columbia. She is to be called the Percussa; and it is said, will surpass any thing of this kind ever built in England." In actuality, this replacement proved to be the **Cambria,** which was a sister ship to the **Hibernia.** At the time of her launching a year later, the following comment appeared in the Halifax **Nova Scotian** of

HRH
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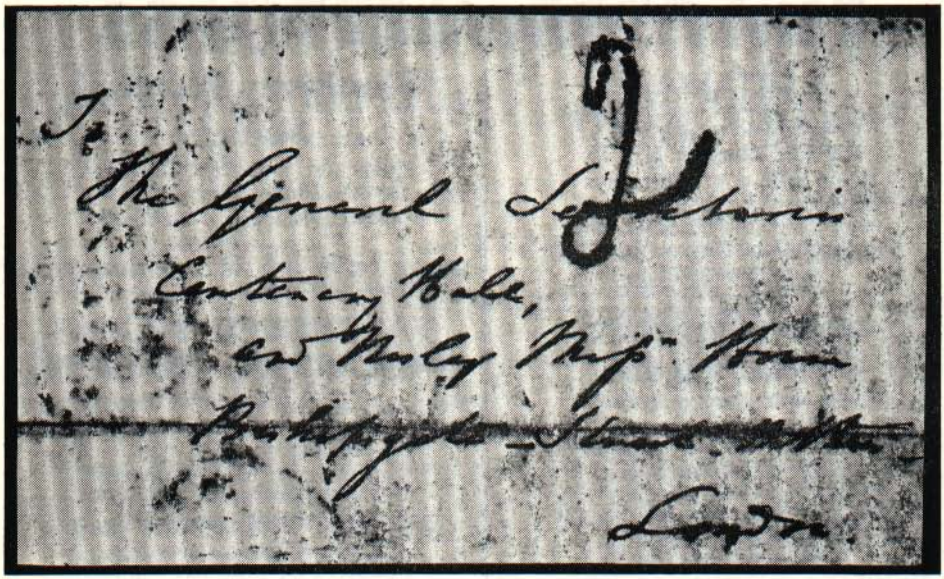


Figure 2—
This letter was written in Halifax on 3 January 1845 and must have been carried to Liverpool by a passenger on the ACADIA, which sailed from Halifax on the same day and arrived at Liverpool on 14 January. The letter was mailed there and when delivered at London the following day, only 2d. was due for British inland postage. This was the ACADIA's last trip before her first major refit during the following six months.

19 August 1844:

"On the 1st of August at two o'clock, a handsome steamer, for the British and North American Royal Mail Steam Packet Company, was launched from the building yard of Messrs. Robert Steele and Co. of Glasgow. This splendid vessel is 220 feet long, and 36 feet broad, and measures, according to the new system, 1,423 tons. She is named the Cambria, and is to be commanded by Capt. Judkins, formerly of the Hibernia. The model of this large steam Ship is very fine, and she is as substantial as she is beautiful. The figure head is a very finished piece of work. It represents a Welsh girl with a harp in her hand. The vessel is to be fitted up by Mr. Napier. We have no doubt that the Cambria, both as respects speed in her voyages and comfort in her accommodations, will increase still more the just celebrity of the builders, who were engaged to furnish this excellent line of packets, whose punctuality has been such as to reflect the highest credit on all concerned in their construction and management."

The **Cambria** sailed from Liverpool on her maiden voyage on 4 January 1845 and arrived at Halifax on 22 January. Again, the comment from the Halifax **Nova Scotian** of the 27 January is worth recording:

"The new and magnificent R.M. Steamer Cambria, after a tedious and stormy passage of a little more than 17½ days, arrived on Wednesday morning, bringing the January Mails. This being the first arrival of the CAMBRIA in the Port of Halifax, many of our citizens were attracted by curiosity to Cunard's Wharf ,to gaze upon the aquatic stranger.—She is of the same dimensions as the Hibernia; and those who are better acquainted with naval architecture than ourselves, pronounce her to be the finest Steamer that ever crossed the Atlantic."

CHAPTER MEETINGS

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(CHAPTER 41, RPSC)

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(CHAPTER No. 40)



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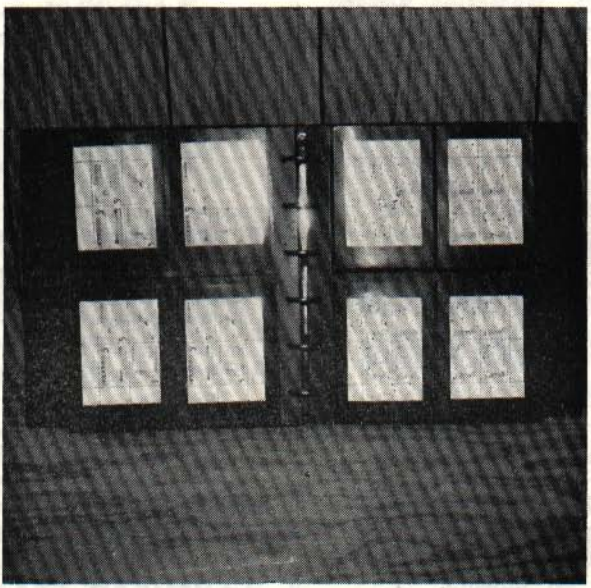
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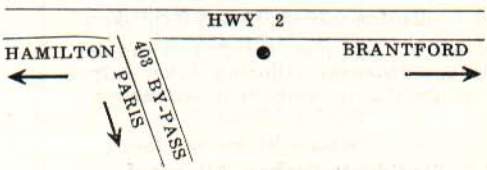




Figure 3—
This letter from Montreal on 11 May 1844 was a personal letter with a political touch. It connected with the HIBERNIA at Halifax on 18 May and arrived at Liverpool on 28 May. It reached Manchester the following day. This was the HIBERNIA's sixth round trip. This letter was prepaid as shown in both Currency (1/4) and its Sterling equivalent (1/2).

Once again there were sufficient ships to give the earlier ones a rest and carry out major maintenance. For the next two winter months, when there were only single monthly Mails, the **Hibernia** and the **Cambria alternated.** For most of the next several years, the **Britannia** and the **Caledonia** rotated with these two, as the **Acadia** was apparently kept in reserve, for she only made two trips in 1845 and one trip in each of the following two years. However, the **Hibernia** and the **Cambria** alone were used for the worst winter months of January, February and March through several years.

Within a short time after her excessively long maiden voyage, the **Cambria** was to show her true form, when on her fourth trip she arrived at Halifax on 29 July 1845, only 9½ days after leaving Liverpool. This was the first time that a westward voyage had been made in less than 10 days. Prior to this, the record had been held by the **Columbia,** which had first made a westward crossing in 10½ days in June 1941. This latter record was equalled by each of the other original ships in turn before the **Cambria** cut a day off this time. The average time for the westward crossing was 12 13 days.

Late in 1845, the fogs that were prevalent off the Maritimes and which had been responsible for the loss of the **Columbia** in 1843 were to cause near disaster to another of the Cunard ships. The story is to be found in the St. John's **Public Ledger** and reproduced in the Halifax **Nova Scotian** of 27 November 1845.

> "A steamer of very unusual dimensions entered the narrows of this Port last evening and steamed up the harbour, some what to the surprise of many of the inhabitants. Upon inquiry, she turned out to be the Royal mail-steamer **Hibernia,** Capt. Ryrie, which vessel left Halifax at 10½ o'clock on Monday morning last, on

her homeward passage. It appears that the weather continued extremely moderate, with dense fog, until Wednesday evening, when, as Captain Ryrie was walking the deck, at seven o'clock, he heard an alarm given forward, and at the same moment saw the land ahead; he instantly ran into the wheel-room and ordered the helm to be put hard to larboard, and hastening to the engine-room directed the engines to be backed. Simultaneously with his doing so the vessel struck on her larboard bow on a point since discovered to be Cape Race. The vessel then lay off and on until the morning, making a great deal of water. Having discovered his position, Capt. R. shaped his course for St. John's, where he arrived about five o'clock, having with much difficulty made the port through the fog, which had continued equally dense.

The vessel continuing to make more water than the engine, aided by manual labour, could discharge, it was deemed desirable to put her forefoot on shore until this morning, which having been done at the instance of Messrs. C. F. Bennett & Co. (the agents for Mr. Cunard,) and Captain Scott, of HMS Hyacinth, having promptly and in person tendered the services of his crew, of which Capt. R. availed himself, the vessel made less water, and is now in a position of safety near the old dockyard.

Captain Ryrie ascribes the occurrence which we have narrated, to the uncertain currents prevalent upon this coast, which have upon frequent occasions been so disastrous in their effects, and to the circumstances of his having had no sight of the sun since he left Halifax, owing to the density of the fog. He supposed himself to be about 20 miles south of the Cape when he struck.

Had it not been for the exceeding promptitude and coolness which Capt. Ryrie displayed in the occasion, it is stated that the ship would in all probability have become a total wreck, attended with a serious loss of life, there being between 60 and 70 passengers on board, besides the crew."

There was no further comment on this accident, so that presumably emergency repairs were made while the vessel was beached and she was soon on her way to Liverpool. That additional repair work was done after her arrival in England is indicated by the fact that the **Acadia** carried the December westbound Mails in place of the **Hibernia,** although this latter vessel was back in service the following month with the January 1846 Mails. The next few years passed without incident, apart from an expansion of the service to include New York and the building of additional ships.

CANADA

Scott #	Unused	Used	Scott #	Unused	Used
50-60	48.50	46.00	195-201	4.60	.85
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96-103	41.00	31.00	211-16	2.50	1.70
104-22	29.75	2.95	217-30	11.30	2.35
141-48	3.45	1.90	231-40	1.60	.29
149-61	49.40	13.65	241-45	10.75	1.80
162-83	25.00	6.60	249-67	10.93	2.17

NEWFOUNDLAND

Scott No.	Unused Set	Scott No.	Unused Set
61-74	$25.00	212-25	22.50
87-97 (12 val.)	42.50	233-43	4.00
98-103	40.00	253-66	3.25
104-14	27.50	C2	30.00
115-26	18.50	C3 or C3A	20.00
127-30	14.50	C6-C11	25.00
131-44	17.50	C12	100.00
145-59	12.00	C13-C17	19.00
163-71	12.50	C18	175.00
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COMPLIMENTS OF

CANADIAN BANK NOTE

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SALES DEPARTMENT

Normally at this time I would be closed and relaxing in the sun; however because of a planned vacation in Europe with a visit to the International Exhibition PHILYMPIA 1970 in London, it is necessary to make some adjustments to my schedule.

Firstly, new material can be sent in during the summer **until** September 8th. As many old books have been retired this past two months, I am in need of lots and lots of stamps. To enable you to mount new books, I will be shipping blank books all summer to those who request them. (5 for a dollar.)

From September 8th until October 10th the sales department will be closed; however during this period arrangements will be made to ship circuits to enable you to enjoy your hobby. To enable this to be done I request that you write me (if you haven't already done so) **NO LATER THAN AUGUST 31st.** If the stamps requested are available they will be shipped.

This past season has been a good one insofar as sales are concerned. Canada was once again the top seller with the Netherlands and Great Britain in hot pursuit. Australia and New Zealand also sold in large quantity. The country showing the largest increase in demand was in fact not a country but the United Nations issues, both mint and used. At the opposite end of the sales scale was issues of South and Central America. There was also a noticeable increase in the demand for issues of Newfoundland.

In all countries the demand seemed to lean more and more to the earlier issues, especially Canada and Europe. Good European material was in steady demand especially the Netherlands and France with Switzerland showing good strength. The demand for all issues of Great Britain remained strong.

I hope you are all enjoying the summer weather and will try and find some time in which to prepare some books for the sales circuit. Remember . . . no books ! ! no circuits.

Gordon F. W. Frost

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BROCKVILLE MAILS -- THE EARLY DAYS

By MAX ROSENTHAL

"We learn that His Excellency the Governor General has been pleased to offer the Postmaster Generalship, with a seat in the Cabinet, to the Hon. James Morris, and that Mr. Morris has accepted. Mr. Morris is, we believe, a native of Scotland, but he has passed very many years in this country, and has amassed a large fortune as a Canadian merchant.

"The new Post-Office arrangements will come into operation on an early day, when Mr. Morris will enter on his duties, but in the meantime, we believe, the hon. gentleman will be sworn in as an Executive Councillor."

So was the Globe, of Toronto, quoted by the Brockville Recorder and Advertiser in its issue of February 27, 1851, which added.

"From all we have heard, we believe the Post Office Department stands much in want of cleaning, and the business habits of the hon. gentleman, the best results to the country may be expected."

Canada was going to take over control of its Post Office from the British authorities, and its first Postmaster-General was going to be a Brockville businessman, the Member for the United Counties of Leeds and Grenville.

"The new postage bill is to come into operation on the 5th of April next. The country will then enjoy the advantage of cheap postage, for which thanks to the present ministry" wrote on March 6 the Brockville newspaper, a supporter of the Reformers then in power. By May 22 it could inform its readers.

"We understand that H. Jones, Esq., the Brockville postmaster, has been furnished with a supply of postage stamps, for the accommodation of parties who may wish to use them in prepaying letters. These letters will save much trouble, as letters prepared in this manner may be placed in the post office at all hours.". Thus was what we call today the pence issue introduced to Brockville.

On May 6 a testimonial dinner for Postmaster-General Morris was held at Willson's Hotel, Brockville. The Recorder and Advertiser reported that Mr. Morris replied to the congratulations given him.

"There was he thought no truer indication of a country's increase, prosperity and civilization than the Post Office Department. When in Washington, a few weeks ago, he was shown a book, containing about two quires of paper, in which had been kept by the illustrious

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Franklin, the accounts of all the post offices in the then British Colonies, but now there were in that country 10,000 post offices, yielding upwards of five and a half million dollars. Well did he remember, having seen some 42 years ago, a traveller pass once a fortnight, usually on foot. On his shoulder, this man, Anderson by name, carried a pair of saddle bags, and altogether had more the appearance of a pilgrim going to some shrine to worship, than of a courier. Yet he was the postman between Montreal and Kingston, and in those saddle bags, that way worn traveller carried the whole of the mail matter for Upper Canada. Coming on to a later period—some 20 years ago, when Mr. Stayner, the late Deputy Post Master General, took charge of the Department, there were, he believed about 90 offices."

Mail From New York State

One of the results of Mr. Morris' visit to Washington was the designating of a number of Canadian border post offices as points where the American mail could enter Canada—one of them being Brockville. 22 years earlier Brockville had already been such a point, the postmaster at Morristown, across the St. Lawrence River in New York State, sending in American mail to his Brockville counterpart. However, in January 2, 1829 the Brockville Gazette mentioned it had an "understanding that the Deputy Post-Master General has made a new regulation, by which the mail from New York, which hitherto has been sent across the River St. Lawrence from Morristown, where it arrives, direct to Brockville, is in future to be sent from Morristown on to Ogdensburgh, thence across the River to Prescott and up to Brockville.

(to be continued)

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ANNUAL REPORT

OF THE

ROYAL PHILATELIC SOCIETY OF CANADA

AS AT

DECEMBER 31, 1969

THE ROYAL PHILATELIC SOCIETY OF CANADA

BALANCE SHEET

As at December 31, 1969

ASSETS

	1969	1968
CURRENT		
Cash in bank	$ 1,823.24	$ 8,288.41
Accounts receivable	70.92	116.00
Accrued interest on investments	449.11	593.69
Prepaid Expenses	1,278.38	1,620.66
Inventory of handbooks	5.65	80.00
Inventory of ties	36.00	233.10
	$ 3,663.30	$ 10,931.86
INVESTMENTS		
Government of Canada — Ontario Hydro bonds — at cost (quoted market value 1969 $16,834, 1968—$17,992)	$ 21,007.28	$ 21,007.28
Bank certificates	10,000.00	—
	31,007.28	21,007.28
OFFICE EQUIPMENT—EXHIBITION STANDS	2.00	2.00
	$ 34,672.58	$ 31,941.14

LIABILITIES

CURRENT		
Accounts payable	$ 1,216.12	$ 1,052.88
Advertising paid in advance	—	103.65
Fees paid in advance		
Members	5,964.56	4,400.00
Chapters	225.00	120.00
	$ 7,405.68	$ 5,676.53
RESERVES		
Future convention	750.00	—
Life members' fund	2,001.00	2,001.00
Library fund	1,000.00	1,000.00
	3,751.00	3,001.00
General reserve		
Balance as at January 1	23,264.41	22,020.94
Add: Excess of income over expenditures for the year	251.49	1,243.47
	23,515.90	23,264.41
	$ 34,672.58	$ 31,941.41

THE ROYAL PHILATELIC SOCIETY OF CANADA
INCOME AND EXPENDITURE ACCOUNT

For the Year Ended December 31, 1969

	1969		1968	
INCOME				
Membership fees			$ 9,146.04	$ 8,330.00
Chapter fees			328.00	303.00
Admission fees			260.50	159.00
Investment income			1,541.50	1,302.09
			$11,276.04	$10,094.09
EXPENDITURE				
Magazine				
Printing	6,047.74		5,400.17	
Distribution	1,441.11		1,102.69	
Editorial expense	155.03		261.64	
	7,643.88		6,764.50	
Less: Advertising income	3,405.02		3,194.52	
Net Magazine Cost		4,238.86		3,569.98
SALES DEPARTMENT				
Subsidy	1,350.00		1,350.00	
Net cost of insurance	(118.41)		112.87	
Net sales department cost		1,231.59		1,462.87
YEAR BOOK		—		614.35
INTERNATIONAL REPRESENTATION		100.00		321.75
CONVENTION EXPENSE		687.69		502.14
SLIDE PROGRAMMES		22.50		186.86
ADMINISTRATION				
General administration		1,521.11		1,239.66
Bank charges		(27.91)		(46.42)
Audit		300.00		150.00
Printing and Stationery		1,944.94		452.88
By-laws		403.37		
Miscellaneous expenses (net)		602.40		396.55
TOTAL EXPENDITURE		11,024.55		8,850.62
EXCESS OF INCOME OVER EXPENDITURE FOR THE YEAR		$ 251.49		$1,243.47

AUDITORS' REPORT

To the Members,
The Royal Philatelic Society of Canada.

We have examined the balance sheet of The Royal Philatelic Society of Canada as at December 31, 1969 and the statement of income and expenditure for the year then ended and we have obtained all the information and explanations we have required. Our examination included a general review of the accounting procedures and such tests of accounting records and other supporting evidence as we considered necessary in the circumstances.

The Sales Department records were not examined by us.

Subject thereto, in our opinion and according to the best of our information and the explanations given to us, and as shown by the books of the Society, these financial statements present fairly the financial position of the Society as at December 31, 1969 and the results of its operations for the year then ended, in accordance with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

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Toronto, Ontario
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