CANADIAN PHILATELIST



Journal of the
ROYAL PHILATELIC SOCIETY of CANADA

VOLUME XXI NUMBER 5

TERCENTENARY SHEETS OF 100

September 1, 1970

Dear Friends:—

Some weeks ago an advertisement appeared in the Globe and Mail Stamp Column — "Canada Tercentenary 1908 in complete mint sheets of 100 stamps, ½c. to 20c. to be sold to the highest bidder."

On the Friday of the week-end that the ad. appeared, I was guest speaker at the Brockville Stamp Club.

On Saturday morning after the meeting, I decided to take a chance and drive down to Quebec City to have a look at the advertised Tercentenary sets.

Upon arrival we registered at a most delightful small Inn, The Manor St. Geneivieve just across the park from the Frontenac. My first disappointment was that the stamps were in a bank vault and could not be inspected until Monday. Let me tell you the background of these stamps.

These were given to Mrs. Mathieu by her father. Although not a stamp collector, he had purchased them at the local post office in Quebec in 1908 because of their historical significance. The face value of the 8 sheets ½c. to 20c. was $60.50. He had rolled them up in tissue paper and put them in the bank and that's where they have been kept ever since. On Monday morning I met Mr. and Mrs. Mathieu at the bank Popularie Casse and inspected the sheets. They were very fine, Fresh colour, full O.G. all sheet margins, really a thrilling experience. The 10, 15 and 20c. are just about superb. They told me there were already several bidders, one being a U.S. dealer. Without making an offer I left at 2 p.m. For the next few days I debated the amount of our bid and finally sent an offer, which apparently was highest as I received acceptance by wire.

The next thing was how to take delivery. I didn't want the sheets of stamps to be creased, stuck or damaged in any way and finally decided the best thing would be to fly down and reservations were made for Thursday June 25th.

Wednesday about noon I received a call from Mr. Stanley of the Stanley Stamp and Coin Supplies, a dealer in Brantford who wished to sell his complete stock of stamps and the only day we could conveniently arrange was the same day as my flight to Quebec City. A traveller was needed for the Quebec pick-up and my wife volunteered. So on Thursday morning I drove her to the airport for an 8 a.m. flight and I then drove to Brantford.

I worked all day valuating the many stock books, collections, boxes, wholesale material, covers, plate blocks, etc. A really interesting lot. We came to an agreement in the afternoon and were just able to get all of the stock into the car. I then drove back to Malton Airport just in time to pick up my wife on her return flight from Quebec City.

Let me tell you a bit about her experience. When she got on the plane early in the morning, it sat out on the runway for about 40 minutes waiting for the food to arrive. Then when she arrived in Montreal for a transfer, she was met as she got off the plane, put into a small car and was immediately taken across the airfield to where the Quebec flight was waiting for her. Arriving in Quebec City late, she took a cab to the bank to meet Mr. and Mrs. Mathieu where she presented her letter and payment and picked up the Quebec Tercentenary stamps. After getting the stamps she just had time to get a cab, go back to the airfield to catch the return flight. All in all, the Martins had a pretty full day of getting stamps.

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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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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.

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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 writings of the wise are the only riches our posterity cannot squander"

William Savage Landor

* * * *

I noted with interest a recent announcement that the Philatelic Agency had processed 75,000 first-day covers of the 6c. black definitive, and I once more asked myself what possible use such a cover could be to anyone.

In the early days of philately, the great pioneers of our hobby were engaged in establishing the earliest dates of use of various stamps in order to deduce the chronological sequence of events. To do this, it was necessary to find actual examples of the usages because official records were ambiguous or non-existent. Consequently, the journals up to the late 1930's are full of the results of this research, and the emphasis on covers bearing early dates or dates which confirmed official records is what gave birth to the fad of the first-day cover.

These artificial records of dates of issue now confirm information which does not need confirmation. In very few instances in the last 40 years have respectable governments failed to issue on an announced date and even if they had it would have had little, if any, philatelic significance. The dates of issue are well publicized in most journals so that all these covers do is to act as commemorative souvenirs of the date of issue. Even as records of the event, they are useless because large numbers of them are cancelled either before or after the first day but still bear the first day date stamp. The recent U.S. Moon Landing Stamp was still being cancelled with the First Day Date FIVE months later!

The more one thinks on these things, the more it becomes apparent that the real reason for their existence is a hidden one. There has to be a logical reason other than the ones usually put forward because just to have a record of the first day of issue of a modern stamp in one's collection is an exercise in futility.

It is my theory that the real reason behind first-day covers is a decorative one. The addition of such elaborately engraved and ornamented items to an otherwise uninteresting collection of mint modern stamps helps to give it more eye appeal. Now this, I can understand and I think anyone who has seen page after page of mint modern stamps will agree with me.

Now, if we could get the first-day collectors to agree to call them "Beautiful Souvenirs" or B.S. covers, one more piece of crab grass would have been removed from the lawn of philately. Not only this, but all those diligent souls who are working so hard to convince themselves of the value of these worthless items can now relax and enjoy them for what they really are.

Although, human nature being what it is, I expect some new fad will replace it. Perhaps, we can promote the collection of Second-Day Covers. At the moment these are quite scarce (at least as scarce as ordinary commercial mail!) but probably by the time the firms who produce those tasteless cachets get into the act, we would be back where we started and they too will become as valueless as are first-day covers now.

So you see my problems are not over, and so far a logical reason for collecting plate blocks continues to elude me. I note however a ray of light on the horizon. Jim Sissons is now auctioning plate blocks by the pound like tripe! Very appropriate.

☆ ☆ ☆

In the November - December 1968 issue we printed a report by Stuart A. Clark of Winnipeg which advised that catalogues could be imported under Tariff 17800-1 Item 4.

Member S. Koepke of Regina experienced trouble with this regulation as it

only applies to catalogues imported by a merchant for his own use. Anyone operating as a dealer may do this but a check with Customs Officials discloses that it would be illegal for a collector to claim exemption of the 25% + 12% duty under this clause.

The Society has made representations to the Minister of National Revenue in an effort to have stamp catalogues classed as printed books.

☆ ☆ ☆

We extend our congratulations to Dr. Henry D. Hicks who was made a Companion of the Order of Canada in this year's honours list. In addition to being a Director of our Society Dr. Hicks is president and vice-chancellor of Dalhousie Unviersity and former premier of Nova Scotia. A Rhodes scholar in 1937, he was leader of the Nova Scotia Liberal party from 1954 to 1961.

☆ ☆ ☆

We have received an interesting specialist publication entitled "Andorra Philatelist" recently. The initial issue is most interesting and is available to collectors of this small country in either English or Spanish by writing to ERNESTO FINK, Box 2554, MEXICO I, D.F., MEXICO.

☆ ☆ ☆

Mr. George Marler the leading authority on the "Admiral" issues of Canada has been appointed to the Post Office Design Advisory Committee. It is to be hoped that he and our director Carl Mangold will now have sufficient influence to eliminate such design monstrosities as the Louis Reil issue.

☆ ☆ ☆

The National Fund for Research into Crippling Diseases is appealing for the donation of philatelic items with a minimum sale value of $30.00 to be sold at a special auction organized by Stanley Gibbons Ltd. who have generously offered to forego their commission.

Collectors wishing to donate to this worthy cause should forward material to the National Fund for Research into Crippling Diseases, Vincent House, Vincent Square LONDON, SW I, England.

☆ ☆ ☆



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For preliminary information

contact

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Collectors will be pleased to note that Stanley Gibbons Ltd. are abandoning publication of their Part II (Europe and Colonies)and Part III (America, Asia & Africa) catalogues and instead will be issuing country or group type catalogues at a lower price on an intermittent basis. The first nine parts will be published this fall. It is expected that this method will enable more regular updating of popular sections to be done. Collectors are advised to be sure that copies of the last Parts II and III are on their shelves for future reference as they will never appear again in this combined form.

☆ ☆ ☆

A souvenir envelope has been prepared concerning the "Shearwater Angel", the first and last aircraft (helicopter) to land on H.M.C.S. Bonaventure. This Sikorsky S55 helicopter, designated Model HO4 S-3, Royal Canadian Navy No. 877, was "paid off" on 21 May 1970.

Collectors wishing a souvenir envelope of the event may sent $1.00 to cover all costs to Major R. K. Malott, 16 Harwick Crescent, Ottawa 6, Ontario, Canada. A set of 6 to 8 post cards of RCN ships, submaries, and aircraft will be sent with the "Shearwater Angel" envelope. Each envelope is addressed to the C.O., CFB Rockcliffe, Ottawa 7, Ontario where the helicopter is to be on display in the special Museum's hangers. each envelope has a special cachet, a 1969 Canadian Christmas stamp depicting children praying, an Ottawa cancellation dated 1 July 1970, and a backstamp dated 2 July 1970 at CFB Rockcliffe.

☆ ☆ ☆

"EXFILCA 70", Caracas, Venezuela, is shaping up to be an important philatelic event with a very interesting programme. Our President, Harry Sutherland, was chosen as a member of the international jury and member Jim Sissons is acting as commissioner. Members requiring information should contact Jim as soon as possible.

1935 — UNUSED
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Ascension	8.90
Basutoland	1.10
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Cook Islands	1.50
Falkland Islands	1.40
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India	1.40
Mauritius	9.90
Nauru	1.70
Papua	2.50
Seychelles	1.90
Sierra Leone	1.60
Somaliland	2.50
South-West Africa	5.50
South Africa	6.40
Southern Rhodesia	1.10
Straits Settlements	.80
Swaziland	.95

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SILVER WEDDING'S

Aden	3.25
Ascension	2.45
Bahrain	5.00
Bechuanaland	1.95
Br. Solomon Is.	1.60
Gambia	3.50
Gr. Br. Tangier	3.45
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No. Borneo	3.25
Somaliland	1.60
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APO 80



The official opening of MANIPEX '70 by Alderman Steer of Winnipeg City Council

MANIPEX '70

The 42nd. Convention and Exhibition of the Royal Philatelic Society of Canada was held under the Distinguished Patronage of H. E. the Rt. Hon. Roland Michener, C.C., C.D., Governor General of Canada in Winnipeg at the Marlborough Hotel from June 24 to 27. The Winnipeg Philatelic Society acted as host club and Glen F. Hansen and Ray Smith were co-chairmen of the very successful event.

The Week of June 21 to 27 was proclaimed as Philatelic Week in Winnipeg by Mayor Stephen Juba in recognition of the Convention and to focus public attention on stamp collecting.

In the competitive section of the exhibition the material showed particular strength in B.N.A. and in Postal History. The Judges were Colin H. Bayley (Ottawa), Stuart A. Clark (Winnipeg) and Samuel Ray (Chicago).

The Grand Award was won by Stewart S. Kenyon (Edmonton) for his showing of the Canada 1 cent of 1859.

The Champion of Champions competition was won by Colin H. Bayley(Ottawa) of the R.A. Stamp Club for his showing of Bytown Cancellations. A complete list of Awards follows this report.

The first day sale of the Alexander Mackenize stamp June 25, occurred without incident despite the fact that the Canadian Union of Postal Employees was out on strike in Winnipeg. This was due to the action of the union in allowing certain clerks to work at the Canada Post Office booth at the show. The union felt that it had no quarrel with Manipex '70 and therefore allowed the sale of stamps from the Canada Post Office booth to proceed.

The Philatelic Post Office arranged to accept first day covers franked with the MacKenzie stamp up to 4 p.m. on June 25 the day of issue when they were flown to Ottawa to receive first day cancellations.

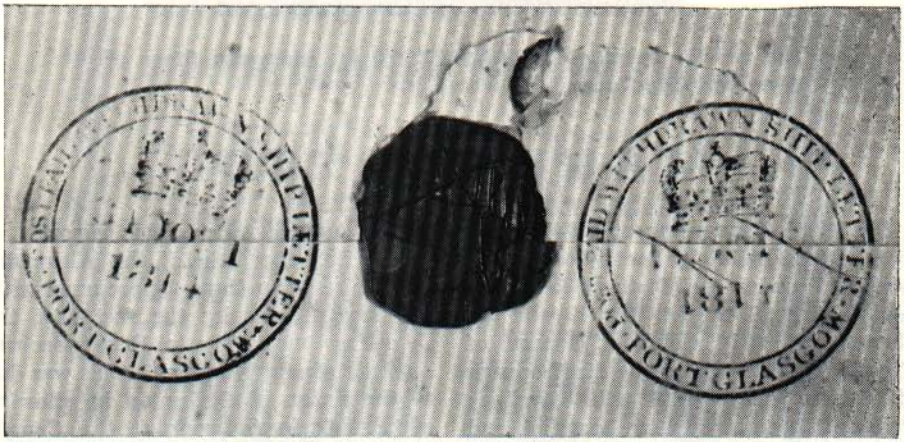
Also on display at the Canada Post Office booth were a number of modern postage stamps designs in frames illustrating how a stamp is produced, from the artist's design to the finished stamp. The post office display, just placed in use for the first time, was one of the highlights of the show.

The United Nations booth was manned

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1 & 2 October 1970



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An exceptional auction covering most aspects of British Postal History and Cancellations from pre-1840 through to modern.

Among the more important sections are pre-1840 markings with ship letters, Cancellations on 1841 One Penny stamps, extensive Scottish Locals and Brunswick Stars, T.P.O.'s, Islands, Exhibitions, the second Experimental Cancellations including Pearson Hills; there is also one of the finest collections of College Stamps ever offered at Auction.

Catalogue now available from the auctioneers, price $1.50 p.p.

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by two very charming representatives of the United Nations Postal Administration. The sale of the 25th anniversary set of three stamps and a souvenir sheet was another highlight of the show. During the entire three days of the event the two sales booths were well patronized and certainly were drawing card attractions.

As well as the exhibition there was a Bourse in the spacious exhibition hall and a full schedule of social events including special tours of the Post Office and sightseeing trips for the ladies to places of historical interest.

A meeting of the Fellows of the Royal Philatelic Society of Canada attending the convention took place on the Friday at which Frank Campbell of Royal Oak, Michigan, was elected as a Fellow of the Society.

Mr. Campbell is one of the leading authorities on the Postal History of Canada and for his work in this field was made a Fellow of the Canadian Philatelic Society of Great Britain in 1953.

Fellows present at the Winnipeg meeting were Fred Jarrett (Toronto); V. G. Greene (Toronto) who took the chair at the meeting; Stuart Johnstone (Vancouver); H. Buckland (Port Perry, Ont.); Colin H. Bayley (Ottawa); Mrs. G. M. Geldert (Ottawa); Harry Sutherland (Toronto) and L. A. Davenport (Toronto).

The Annual General Meeting of the Royal Philatelic Society was held on the Saturday at which Harry Sutherland (Toronto) was re-elected President of the Society and J. E. Kraemer (Ottawa) and Kenneth Rowe (Toronto) Vice-Presidents.

The Directors at Large for the 1970-71 terms were elected as follows:—Colin H. Bayley (Ottawa), E. J. Christensen (Edmonton), H. Dube (Toronto), Dr. Henry Hicks, C.C. (Halifax), A. H. Hinrichs (Ottawa), S. Kanee (Winnipeg), Carl R. Mangold (Montreal), James A. Pike (Vancouver), and Dr. F. G. Stulberg (Toronto).

Attendance by the general public, while not as heavy as could have been expected, was good. Many who came the first day of the show came back each day to see what was acclaimed to be the best display of top quality stamp material seen in Winnipeg in more than 30 years.

The event concluded Saturday evening with a banquet at which awards were presented by Harry Sutherland, president of the Royal Philatelic Society of Canada, followed by a dance in Marlborough Hall. A boat tour to Lower Fort Garry on Sunday was a post-convention event much enjoyed by those who were able to stay over.

Souvenir programmes are available for 50c. as also are Mackenzie First Day Covers specially cancelled at Ottawa for 35c. A miniature sheet of souvenir labels can also be purchased for 25c. each. Collectors interested should contact the Winnipeg Philatelic Society at Box 1425, Winnipeg 1, Manitoba.

A.H.C. & G.H.

GRAND AWARD:
Canada One Cent 1859—Stewart S. Kenyon, Edmonton.

BEST IN CLASS AWARDS:
Class 1: British North America:
Canada One Cent 1859: Stewart S. Kenyon, Edmonton.
Class II: Great Britain and the Commonwealth:
Egypt, the First Issue of 1866:
John McEwen, Edmonton.
Class IV: Europe and Possessions:
The First Stamp of Norway: Leslie Warren Lee, St. Paul, Minn., U.S.A.
Class V: All Other Countries not listed above:
Liberia, 2nd group of selected pages:
Laura K. Carr, Youngstown, Ohio U.S.A.
Class VI: Postal History, Cancellations, Etc.:
Postal Marking of early Manitoba:
Edmond A. Harris, Calgary
Class VII: Topicals:
Guided Tour of U. N. Headquarters:
Mrs. R. Jones, Cambridge Bay, N.W.T.

TOURNAMENT OF CHAMPIONS:
Selected pages from a complete Bytown (Ottawa) Cancellation Collection:
R. A. Stamp Club: Colin H. Bayley, Ottawa.

GOLD MEDALS:
Canada One Cent 1859: Stewart S. Kenyon, Edmonton.
Selected pages of Early Canada's Stamps:
Dr. R. V. C. Carr, Youngstown, Ohio USA
Edward Experimental Coils: Fred Goodhelpsen, Edmonton.
New Brunswick—the Connell Story:
Dr. R. V. C. Carr, Youngstown, Ohio USA
Pioneer Airmail Covers and Stamps of Canada:
Major R. K. Malott, Ottawa
Federal Revenues: Wilmer C. Rockett, Willow Grove, Pa. U.S.A.
Cape Breton & Newfoundland Revenues:
W. C. Rockett, Willow Grove, Pa. U.S.A.
Egypt, the First Issue of 1866:
John McEwen, Edmonton.

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UNITED STATES

— Harry F. Allen Collection of Black Jacks: A Study of the Stamp and its Use.
By Ma yette B. Lane (Consultant: Elliott Perry). A fascinating, updated study of the ever-popular United States 2-cent stamp of 1863-67, affectionately called the "BlackJack". This excellent work is divided into seven parts: Introduction, The Black Jack in the Civil War, In Domestic Commerce of Its Day, On Covers to Foreign Countries, Collateral Mate ial, Fancy Cancellations and Other Postal Markings, and Technicalities of Production. 160 pages, more than 300 illustrations. Clothbound $10.00

— Texas: The Drama of its Postal Past.
By Alex L. ter Braake. Few countries have lived under six flags. Some historians contend seven—and even eight—flags have flown over Texas. However, regardless what count is considered, Texas has a fantastically-colorful postal past, and this 300-page book, with more than 320 illustrations, thoroughly covers the saga of a turbulent era. Texas' postal story commences as a Spanish colony, then into the period of Mexican Texas, the Republic of Texas, with its countless problems; the War of Independence, American-Mexican War, and the War Between the States. Even diplomatic and consular mail is documented. The ter Braake book details the Texas postal story in the most accurate and interesting documen- tation ever presented. Clothbound edition only $15.00

— Postal History of United States Forces in British Solomon Islands Protectorate During World War II.
By Stanley C. Jersey. This fully-illustrated book is designed to provide philatelists, historians —and ex-GIs with an accurate, detailed account of U.S. military postal operations in the Solomons area of the sprawling South Pacific during the Allied campaign against the Japanese invaders. Here's a fascinating factual and historic edition for your library. Clothbound $10.00

— Study of Major Errors of the Ryukyu Islands (Plus: A Thimbleful of History)
By Cmdr. Melvin Schoberlin An exciting portrayal of the Ryukyus from ancient times to the present-day government under U.S. administration, in condensed form, plus a fully illustrated account of all major errors on postal issues released since resumption of postal service following the collapse of Japan in World War II A "must" for every U.S. collector. Handbook housed in a sturdy Plasti-Sheen cover $1.50

— Postal History of the U. S. Virgin Islands. (Formerly the Danish West Indies)
By J. Alfred Birch. A fascinating and comprehensive postal history study, fully documented, with many interesting covers and markings. Illustrated. Plasti-Sheen cover $2.00

GENERAL

Fundamentals of Philately.
By L. N. & M. Williams. This outstanding masterwork is completely revised from the monumental serialization in "The American Philatelist." Three Sections are still available:

— SECTION III.
Continuing full presentation of methods of printing—lithography and offset, the production areas by which so many of today's stamps are created. This 112-page section is encyclo- pedic in thoroughness. Bristol cover $2.50

— SECTION IV.
The full story on Relief Printing unfolds in this section. Superb illustrations throughout the text provide visual aid in the study of varieties and terms in Relief Printing. The thoroughness of presentation that typifies the work of the Williams Brothers makes this study a fascinating experience. 112 pages, sturdy bristol cover $3.50

— SECTION V.
This completes the volume—devoted to the production of postage stamps. Chapters in this concluding section cover "Inks and Color" (terms relative to inks and color), "Gum" (varieties and terms of gum), and "Separation" (terms relative to separation). 176 pages, bristol cover $4.50

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The jury members discuss the merits of an exhibit. Sam Ray of Chicago, Stuart Clark of Winnipeg and Colin Bayley of Ottawa.

The First Stamp of Norway: Leslie W. Lee, St. Paul, Minn. U.S.A.
Siberia, 2nd Group of pages: Laura K. Carr, Youngstown, Ohio U.S.A.
Canadian Semi-Official Airmail Flight Covers: Major R. K. Malott, Ottawa
Assiniboia Town Postmarks:(on small queens): H. Wilding, Winnipeg
Manitoba Town Postmarks Pre: 1900: H. Wilding, Winnipeg
Postal Markings of Early Manitoba: Edmund A. Harris, Calgary
A Royal Family Tree: Mrs. R. Jones, Cambridge Bay, N.W.T.
Selected Covers of Poland 1919: Dr. M. A. Kamienski, Scarborough, Ontario
Guided Tour of U.N. through Stamps: Mrs. R. Jones Cambridge Bay, N.W.T.

SILVER MEDALS:
Selected Pages of Canadian Varieties: R. N. Smith, Winnipeg
Official Plate Blocks, OHMS Type B, 4 Hole: A. E. Kreger, Rainy River, Ontario
Officials of Canada—perf 5 hole: A. E. Kreger, Rainy River, Ontario
Manitoba Revenues: Wilmer C. Rockett, Willow Grove, Pa. U.S.A.
Selected Pages of early France: R. G. Foures, St. Boniface, Manitoba
Sudan according to Gibbons: H. Whittaker, Victoria
Western Ukraine National Republic: Dr. M. A. Kamienski, Scarborough, Ont.
Poland the Krakow Overprints: Dr. M. A. Kamienski, Scarborough, Ontario
Afghanistan—selected pages 1970-1921: Robin Day, Montreal
The Sudan: H. Whittaker, Victoria
B N A Stampless Covers: Dr. Murray Campbell, Winnipeg
Netherlands—Numerical Cancels: William Herd, Willowdale, Ontario
Airmails of Czechoslovakia: Joseph J. Janecka, Riverside, Ill. U.S.A.

BRONZE EWARDS:
B N A Nova Scotia, P.E.I., New Brunswick, etc.: Arthur H. Evans, Winnipeg
Tagged Stamps of Winnipeg: Victor Popiel, Winnipeg
Hidden Dates on Canadian Stamps: R. M. Burrell, Pointe Claire, Quebec
Study of the Coronation Issue of G.B. 1937: C. Pearce, Brandon, Manitoba
Canadian Military correspondence: Major R. K. Malott, Ottawa
Possibilities Unlimited—U.N.: Mr. N. I. Jones, Cambridge Bay, N.W.T.
Germany Mint: Wallace Larson, Winnipeg
Brazil, Don Pedro and Airmails: H. Whittaker, Victoria
Canadian Official Stampless Covers: W. Pekonen, Cloverdale, B.C.
A Selection of Egyptian Cancellations: John McEwen, Edmonton
Canada, Medicine and Stamps: Dr. J. Mills, Winnipeg
Stamps Issued for Lions International: William Herd, Willowdale, Ont.
Australian and New Zealand First Flight Covers: Ian H. Richards, Dover Heights, New South Wales, Australia
Selected pages of Space on Stamps: Nat Froomkin, Winnipeg
The Bavarian Definitive A.M.G. card: Kenneth P. Koenig, Minneapolis Minnesota U.S.A.
Man in Four Uniforms, Austrian Field Dept.: Joseph J. Janecka, Riverside, Ill. U.S.A.
Physical Fitness of Sokol in U.S.A. Joseph J. Janecka, Riverside, Ill. U.S.A.

CANADIAN STAMP DEALERS ASSOCIATION TROPHY:
H. Wilding, Winnipeg, Manitoba Postal History

• PHILYMPIA •

LONDON: SEPTEMBER 18 - 26

THE INTERNATIONAL STAMP EXHIBITION of 1970

We look forward to seeing our many overseas friends at STAND 85

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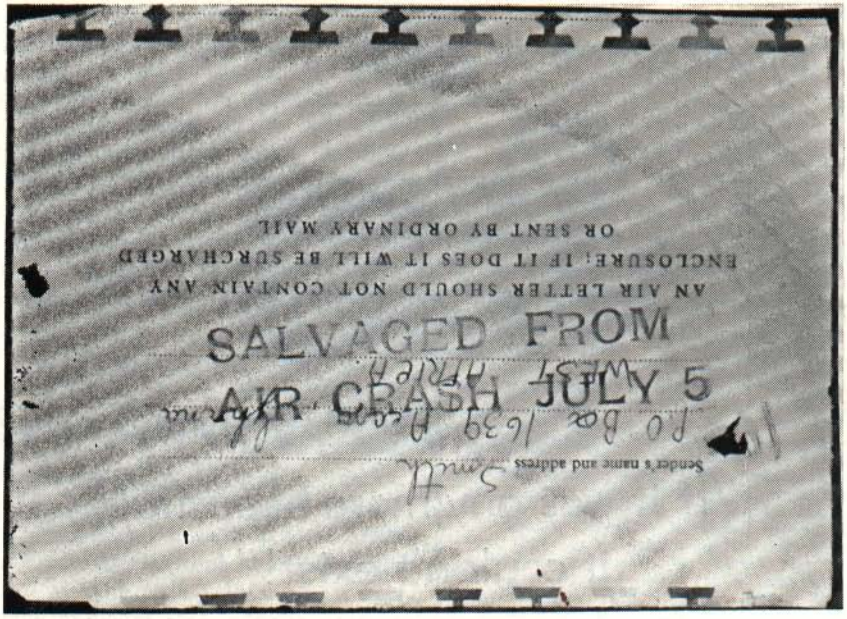
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When replying to this advertisement please mention that you saw it in THE CANADIAN PHILATELIST.



The Toronto Air Crash -- 5th July 1970

DR. JOSEPH CAPLAN (RPSC #9423)

In the early morning of 5th July 1970, Air Canada Flight 621 left Montreal bound for Los Angeles, with a stop-over at Toronto. The aircraft, an enlarged DC-8, carried 109 passengers and crew, and was due at Toronto about 8 a.m. to pick up more travellers bound for Los Angeles.

The disaster occurred as the aircraft attempted to land at Malton Airport, Toronto. The DC-8 struck the runway heavily and lost a starboard engine. The pilot succeeded in getting airborne again, but in rapid succession the second starboard engine fell off, followed by the starboard wing and the aircraft caught fire. It plunged to earth about seven miles north of Malton in a field and exploded. The aircraft disintegrated and all aboard were killed It was the second worst air crash in Canadian history.

After the investigation teams arrived. an attempt was made to retrieve the mail on board. The salvaged mail was forwarded to the Post Office for delivery.

It was believed, initially, that only mail destined for the Western U.S.A. was aboard, but it seems there were a few bags for drop-off at Toronto. These were probably consignments from overseas, already sorted for Southern Ontario, and waiting at Montreal Airport for carriage by the first available aircraft.

On Monday, 13th July, I received this airletter (see illustration). There is an earth smear on it and two rips in the paper. It is postmarked Accra, Ghana, 3.15 p.m. 2nd July, with the slogan "Road Courtesy Saves Lives".

Stamped across the back, in a serif type common to rubber hand stamps, is the two-line inscription "SALVAGED FROM AIR CRASH JULY 5". The letters are ¼" high, the lines 3" and 3½" long (84mm x 17mm). The letter itself shows parallel creasing as if it

HRH
NEW YORK



"If it was any more beautiful, it couldn't exist!"

This comment, by an experienced philatelist, certainly emphasizes the superlativeness of this wonderful corner pair of the "Twelve Pence" with full original gum.

The item comes, not unnaturally, from the celebrated "Louise Boyd Dale and Alfred F. Lichtenstein Collection" of British North America. It is a part of "Sale 10" which will take place in early December. The auction, comprising exclusively Canada, of all issues, will have some 900 lots in all.

A de-luxe catalogue, with color spread, will be mailed to those on the Harmer mailing list and those who have already subscribed to the Dale series. Others may obtain it for $1 post free (refunded to purchasers in this auction); the printed list of prices realized, mailed some 14 days after the auction, can be ordered for $1.

The aucton, which is by order of the Executors of the Louise Boyd Dale Estate is for the benefit of Vassar College, Poughkeepsie, N.Y.

H. R. HARMER, INC.

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had been thrust violently in one direction.

It is ironic that normally this letter would have crossed the Atlantic on a direct London-Toronto flight, but probably due to our current postal troubles, was flown to Montreal instead.

Other similar covers probably exist and will turn up in collections. For those interested collectors they will form a rather sad part of Canada's postal history.

☆ ☆ ☆

Sales Department

Due to the uncertain postal situation that has prevailed this summer, new books of material have not been forthcoming as expected and unless supplies start to pick up soon I anticipate a real shortage of books this season.

Many members have already written requesting that books be sent and because of anticipated shortages priorty will be given to those already requesting circuits.

Please note that the sales department will be closed from September 8th until October 10th. If you have books ready please send them in as soon as possible. Material required is the same as listed in the July-August issue.

In a few days time I will be on my way to Europe and a visit to PHILYMPIA in London. I am hoping to obtain some items for my own collection and at the same time meet with other members of the philatelic fraternity. On my return I hope to find hundreds of new books awaiting me. Are you going to help me???

☆ ☆ ☆

FORTHCOMING ISSUES
1970

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

Martin Apfelbaum:



A man who has reached forty years of age is presumed to be mature. He has been and done a variety of things, made some mistakes and learned from them, done a few things right and remembered them; the sum of his experience is of value.

The same is even more true of a business. Ours, Earl P. L. Apfelbaum, Inc., will soon be forty years old. My grandfather, Maurice, and my father, Earl (who is still active in the firm), opened at 932 Chestnut Street on Labor Day, September 1930. I could fill pages with the changes in philately, the stamp business, and our operations since then. But more important are the lessons acquired by unlocking your front door twelve thousand mornings.

Probably the first of these lessons is that there is no substitute for delivering what you promise. The surest way to lose a client permanently is to leave him, justifiably or not, with the feeling that you have not met a commitment. And the corollary of this is to be very careful to promise only what is possible. For instance, we never promise not to make an error, only to make good on our errors when they are discovered.

We have found our most valuable assets to be, in order: reputation, personnel and inventory. We have spent all these forty years building a reputation we do not have to apologize for, and this brings us more business than anything else. We have built a staff with a combination of talents to fill all our needs, and replacing any member means a troublesome period of trial and error and training. Maintaining a flow of stamps to keep our customers' collections growing is an endless task, for, as large as our inventory is, we must continually replace the millions of stamps we sell each month. We can never let pass the opportunity to buy a collection at a fair price.

I think I have made this sound like a tough business. It is. That is probably the chief lesson of forty years. With luck and work and perseverance we have made a success of a marginal little shop opened in a depression year. With the same qualities we hope to make the next forty years even more successful.



Executive Vice-President.

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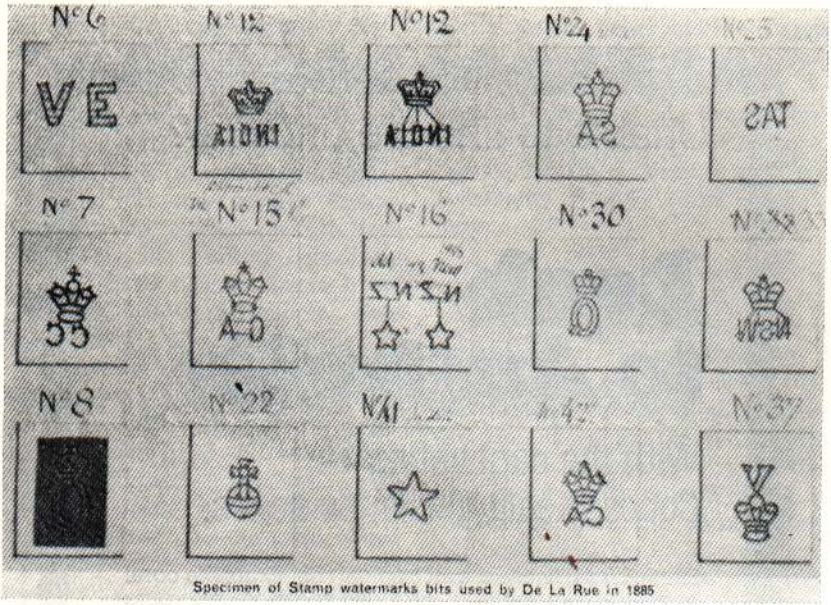
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C-S D-A



Specimen of Stamp watermarks bits used by De La Rue in 1885

Watermarks On British Colonial Issues

The watermark was introduced on the very first postage stamps, the Penny Black and Twopence Blue of Great Britain, in 1840 as a precaution against forgery. At that time there were many skilled line-engravers who were capable of producing a passable imitation of a stamp and so the elaborate precautions to guard against this included the watermark which appeared in the paper of each stamp. The earliest watermark was a small, simple crown, but later emblems became much more ornate in order to make the work of the would-be forger more difficult.

Within a decade several other countries had begun to issue stamps and it is interesting to note that several of these administrations felt that watermarks were unnecessary. Indeed, France, which began issuing stamps in 1849, has never used a watermark on postage stamps, while the United States, whose first stamps appeared in 1847, used watermarks between 1895 and 1916 only. It was not unusual, therefore, that the earliest stamps produced under the auspices of the Crown Agents bore no watermark. The stamps of Mauritius, Trinidad and Barbados, recess-printed by Perkins Bacon between 1848 and 1852, were unwatermarked; apart from the last-named which adopted a Star watermark in 1870, these colonies continued for many years without the benefit of this security device, at any rate so long as Perkins Bacon continued to print their stamps.

The first colony, whose stamps were ordered through the Crown Agents, to adopt a watermark was the Cape of Good Hope. As early as January, 1847 the Surveyor General of the colony had written to Perkins Bacon enquiring about stamps and in a letter dated the 13th January the printers mentioned that, "if it is wished we should furnish the other articles, our charge would be:

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APO 97

For a Pair of Folio Watermarked Paper Moulds, containing a Watermark 240 times repeated upon the Sheet, Twenty Guineas. This mould when made would last many years."

The original enquiry was not followed up and more than five years elapsed before the Cape government decided once more to introduce postage stamps. The contract was placed, through the Crown Agents, with Perkins Bacon and in their invoice to Edward Barnard, the Agent General for Crown Colonies, they itemised "hand made watermarked paper" at fifteen shlilings per ream of 500 sheets and £21 for the watermark moulds. The device used in the watermark was a double-lined anchor arranged in such a way that each stamp would exhibit one anchor. As the paper was sometimes inserted into the press wrong side up, however, one occasionally finds stamps showing portions of two anchors sideways. Early in 1863, when they lost the contract, Perkins Bacon handed over the plates to De La Rue and they continued to print the famous triangulars with the Anchor watermark. The subsequent rectangular issues also bore an Anchor watermark, distinguished from the former by its fouled cable. The Anchor emblem was chosen because of its connection with the allegorical figure of Hope features on all the stamps of the Cape until 1900.

The next colony to adopt a watermark was Western Australia whose first stamp, the celebrated "Black Swan", was issued in August 1854. The order for the stamps was placed by the Crown Agents with Perkins Bacon as early as November 1852, and on that occasion Mr. Barnard specifically asked that "similar precautions to those used in England be taken to prevent forgery". The device was an outline of the swan which was the emblem of Western Australia (previously known as the Swan River Colony). Considerable correspondence between the printers and the mould-maker, John W. Hayes, has been preserved in the Perkins Bacon archives and the following snippet, dated the 25th July, 1853, sheds some light on the manufacture of the paper and the composition of the watermark bits used in this case:

". . . the Swan Water Mark is quite as bold a Wire as the Crowns (used on British stamps) if not a little more. The reason that sheet does not shew so plain is because it was dried by Fire in haste . . . "

The earliest stamp watermark bits appear to have formed by twisting lengths of copper or brass wire to the desired shape. This was done by hand, using a finely pointed pair of tweezers, and accounts for the slight variation in the size and shape of the watermarks found on the same sheet. All the Perkins Bacon printings of Western Australia stamps bore the swan watermark, although, when De La Rue printed them for a short time, in 1864, no watermark was used.

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St. Helena was next, in chronological order, to have its stamps produced under the control of the Crown Agents. On this occasion a Large Star watermark was used for the stamps issued in January, 1856. It is not known why this particular device was adopted but subsequently Perkins Bacon used it for the stamps of several other colonies. The size of the Star varied, depending on the size of the stamp. The Large Star was used for the stamps of Barbados, Ceylon, Grenada. New Zealand, Queensland, St. Helena, South Australia and Victoria—all countries using a large vertical format for their issues. A Small Star watermark was used for Antigua, Barbados, Grenada, Natal, St. Lucia, St. Vincent and Turks Islands. It will be noted that this watermark was not confined by Perkins Bacon to stamps for countries handled by the Crown Agents but was used indiscriminately for other territories as well. When the Agent General, Mr. (afterwards Sir) Penrose Julyan, transferred the Perkins Bacon stamp contracts to De La Rue in 1862, some trouble arose over this matter. Julyan wrote to Perkins Bacon in April of that year asking that the stamps and paper, etc., on hand should be forwarded to him. Perkins Bacon did this, but omitted to forward the stock of paper, their reason being given in a letter dated 11th April:

"The Star Postage Paper was not entered in the return for two reasons. First because some of each sort of Star is now making at the Mill and the exact quantity cannot be told till it is delivered to us and Secondly because, as the paper is used for other colonies, we cannot say what proportion of it may be called the property of the Agents General."

This lack of precision in the control of watermarked paper was a potential security weakness, which Julyan would not permit. His reply to Perkins Bacon was immediate and to the point:

"I beg to enclose a statement of the Colonies for which you have printed

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Stamps and shall be obliged by your inserting in the proper column the watermark of the paper used for that purpose, and returning it to me at your earliest convenience." Nevertheless a further two months elapsed before Perkins Bacon handed over the paper and the moulds, the excuse for the delay—that the discovery of a thief in their employment had occasioned the apparent neglect—being a curious one for a firm of security printers to admit.

As the star (both literally and metaphorically) of Perkins Bacon waned, so that of De La Rue waxed in importance. De La Rue's first stamp printed to the order of the Crown Agents, was the halfpenny of Ceylon which was typographed in October 1857. Julyan was impressed by his firm's record for security, efficiency and punctuality and gave them an increasing amount of work, culminating in the transfer of all the Perkins Bacon contracts in 1862. Many of De La Rue's earliest stamp contracts for the colonies did not involve the Crown Agents and this is exemplified by the absence of watermarks on many of these issues, or the use of distinctive watermarks which did not conform to the existing pattern. In the former case were the stamps of Sierra Leone, Malta and Mauritius which were originally unwatermarked, while, in the latter came the first series of Jamaica which was typographed on paper watermarked with a pineapple emblem. There is no record, either in the archives of De La Rue or in the papers of the Board of Inland Revenue who commissioned the stamps, as to the reason for the pineapple watermark, though this emblem appears in the Jamaica coat of arms.

By the early 1860s the Crown Agents had assumed responsibility for handling the stamps of most of the colonies, with the notable exception of those in Australasia which henceforward were quite independently produced. Uniformity in watermarks was affected in 1863 when the dandy roll for Crown Colonies machine-made paper was brought into use. The earliest territories to use the new watermark, consisting of a crown surmounting the letters CC, were Malta, Cape of Good Hope, St. Helena, Trinidad, Mauritius, Hong Kong, Ceylon, Bahamas, Natal and St. Lucia, in most cases consisting of stamps printed by De La Rue on the Perkins Bacon plates. Gradually the other territories were brought into line and the use of Crown CC paper became universal.

Originally the paper was supplied by De La Rue, for whom it was manufactured by R. Turner of Chafford Mills. Strict instructions were laid down by the Crown Agents that only sufficient paper was to be manufactured for each order and that any surplus was to be destroyed or re-pulped. Contrary to instructions, however, the manufacturers were in the habit of retaining the surplus and adding it to subsequent orders. As a result of this, in 1872 ,the Crown Agents decided to supply the paper themselves to De La Rue who thereafter reduced the price charged for printing stamps, by 2d per thousand. At the same time the Crown Agents began con-

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131-44	17.50	C12	100.00
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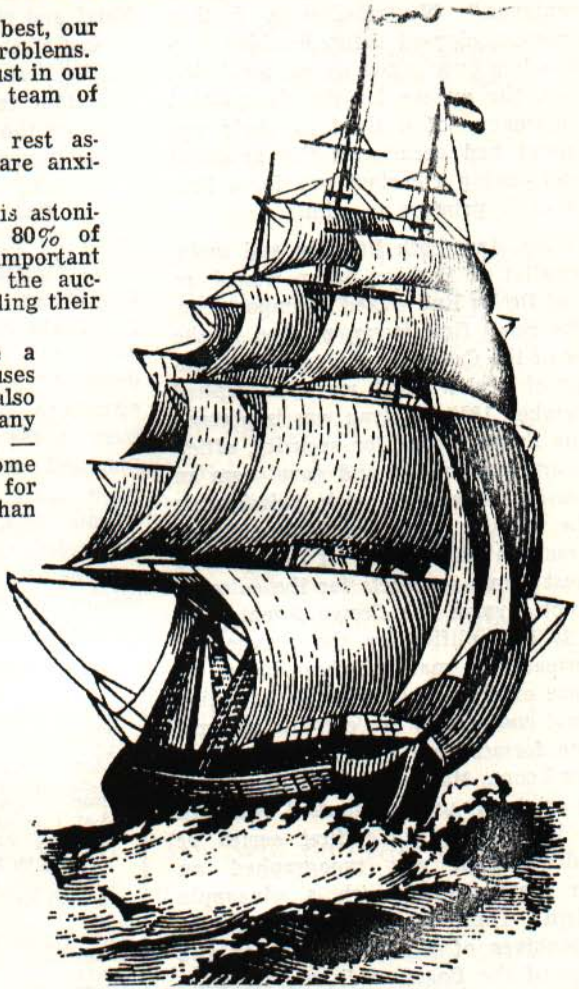
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sidering altering the lettering on the watermark since CC (Crown Colonies) was not a designation applicable to all the territories whose stamps bore this watermark. De La Rue tendered for the work of altering the bits on the dandy roll in February, 1872, stating their price as £40. Another ten years went by, however, before the changeover from Crown CC to Crown CA was made. In the meantime the Crown Agents allowed the manufacture of their paper to be continued at Chafford Mills, under the supervision of an officer of the Board of Inland Revenue.

Ultimately the change to the Crown CA watermark was only affected when the original Crown CC dandy roll began to wear out, after a life of almost twenty years. The original roll was large enough to make enough paper for three sheets of stamps at one operation but the new roll was increased in size to accommodate four sheets of paper. The cost of the new roll was £105, compared with £95 for the Crown CC roll. The old method of making the bits by hand from wire gave way to more mechanical methods such as the reproduction of a master bit by electrotyping, or by stamping the device out of thin sheet brass. The bits were either sewn with fine wire on to the metal gauze of the dandy roll or soldered directly on to it.

Both the Crown CC and Crown CA watermarks were arranged in four panes of 60, in accordance with the sheet lay-out adopted for the surface - printed stamps of the period. The vertical margins of the sheets of stamps bore the watermark CROWN AGENTS FOR THE COLONIES in large, double-lined capitals while the horizontal gutter between the top and bottom panes was watermarked similarly CROWN AGENTS. There are several cases where paper of this watermark lay-out was used to print stamps of a different arrangement namely the stamps of Ceylon and St. Helena formerly printed by Perkins Bacon. Because these plates did not have gutters separating the stamps into panes it follows that the central CROWN AGENTS watermark fell across the central row of stamps. Stamps exhibiting portions of these letters are highly prized by specialist collectors. In the case af Gambia, whose "cameos" were printed in sheets of fifteen, the contemporary Crown CA paper was cut up into small sheets, six of these being cut from a horizontal pair of panes. Thus the Gambia stamps may be found either with portions of the marginal watermark, or with parts of the Crown CA watermark separated by the vertical gutter (which bore no watermark). Moreover, in order to utilise the paper to the fullest, the stamps were printed on it in a sideways position relative to the watermark.

Until 1904 a policy of allotting one example of the watermark to each stamp was followed. In that year, however, a new dandy roll was introduced on which the bits were arranged in a multiple pattern much more closely together. This was done in order to render the paper more generally acceptable for all stamps printed by De La Rue for the Crown Agents, irrespective of the size or lay-out of the printing plates. It also provided against the possibility of any of the stamps missing the watermark altogether by faulty registration of the paper and plate in the printing press. This watermark, introduced on the Edwardian colonial issues, is known to philatelists as Multiple Crown CA. The lettering on Crown Agents watermarks was rendered in block capitals, but in 1921 the style was altered to script capitals and the shape of the crown changed to conform with the heraldic style used by King George VI. This watermark is known to collectors as Multiple Script CA and had a comparatively long life, being used throughout the later years of King George V's reign and also for the stamps of King George VI and Queen Elizabeth. The crown depicted in this watermark is that usually known as the Imperial Crown, distinguished by its convex arches.

This crown is part of the Crown

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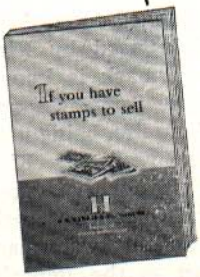
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Jewels and is normally worn during the Coronation service. It is interesting to note that Her Majesty wore the very heavy Crown of St. Edward the Confessor from the actual crowning till the end of the service, unlike her predecessors who wore it for a short time only and this crown, distinguished by its concave arches, is the one which has been adopted on emblems and insignia of the present reign. It began to appear in Crown Agents watermarks in 1957, more than four years after the commencement of the present reign, and gradually superseded the former Multiple Script CA watermark. Initially the new watermark was termed "Multiple St. Edward's Crown CA" but now the neater expression "CA Block" watermark has been universally adopted. The changeover was not made abruptly and, in fact, was only introduced for commemorative stamps and for entirely new definitive issues, existing sets continuing to appear on the Script CA paper. The existence of two watermarks side by side gave rise to some unusual errors of watermark. Crown bits fell off two dandy rolls, one in which the crowns were arranged in rows and the other in which the crowns and the monogram CA were arranged alternately in the same row. In the first case this resulted in a missing crown variety and the subsequent substitution of a St. Edward's crown for an Imperial crown on stamps of Seychells and Johore and the postage due labels of nine territories; in the latter case the stamps of Bahamas, St. Christopher-Nevis-Anguilla and Singapore were affected in similar fashion. During 1964-5 the stamps of a number of countries which were hitherto printed on the obsolescent Script CA paper began to appear on CA Block paper. In most cases this occurred shortly before entirely new definitive sets appeared so that the CA Block variants proved to be elusive.

(Courtesy Crown Agents)

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AND MANY MORE PHILATELIC PUBLICATIONS TO COME

BROCKVILLE MAILS -- THE EARLY DAYS

By MAX ROSENTHAL

(Continued from page 207)

By this conveyance, the new York mail will necessarily be delayed three or four days at Prescott, and an additional 25 per cent postage be incurred, whereas by the present mode, the charge of 2d. on letters, 1-2 on newspapers more than pays all the expenses of the transportation of the mail, consequently it can be no burden on the Department."

This information came from "A Constant Reader". On January 30 the Gazette stated: "We are happy to state from authority that the Dep. Post Master General has consented to an arrangement proposed by the Post Master of this place, by which the latter is allowed to employ a courier to bring over, direct from Morristown, the letters and papers which arrive by the American mail for the inhabitants of Brockville."

It is January 28 issue the newspaper had published for the first time a list of addresses whose letters remained in the Morristow post office. Its postmaster, David Ford, dated it January 1. An April 1 list was published on April 17. In the 1830's similar lists were placed by postmaster Ford in the Brockville Recorder. Apparently the courier only picked up at Morriston those letters applied for at the Brockville post office.

Merrickville

On May 22, 1829 the Gazette described a new community arising on the newly building Rideau Canal:

"The Village of Colborne is beautifully situated on the right bank of the Rideau River, at the place formerly known by the name of Merrick's Mills. A few months ago this scene of bustle contained but a few straggling huts, since when, no less than 58 houses have been built, among which are several mercantile stores, and three or four respectable taverns. The sudden improvement and consequent increase of the value of the property in this place, is owing to the grand project of the Rideau Canal.

"The roads in the neighbourhood are excellent—the population is rapidly increasing—the inhabitants however feel much inconvenience from the want of a Post-Office, which they think might be established without prejudice to any other part of the Province, by making Colborne a part of the route from Perth to Montreal."

The Gazette remarked May 29:

"Our readers will have observed that we noticed, in a late number, the want of a Post Office in the flourishing village of Colborne. We were not then aware that arrangements were on foot for appointing a Post-Master for that place: we have since been informed that Terence Smith, Esq. has been chosen to fill that situation."

The name of the new post office was Merrickville. By 1800 William Merrick had built a dam and saw mill at the falls on the Rideau River around which the community was to spring up, in Wolford Township, Grenville County.

January 15, 1830 saw this announcement appear in the Gazette:

"New Establishment. Brockville and Perth Mail Stages.

GERMANY
and related countries
13 page Price List
FREE on request
Manfred Walther
P.O. Box 250
WEST HILL, ONT. CANADA
CSDA GPS RPSC

"The Subscriber begs to announce to the public that he has established a stage connected with the mail between Brockville and Perth:—leaving Brockville on Wednesdays and Saturdays at 4 o'clock A.M., and Perth on Mondays and Thursdays at 9 o'clock A.M. E. Willson, Jany 14th, 1830."

Up to this time the mail from Brockville to Perth had been carried on foot or horseback.

A Post Office For Frankville

At the testimonial dinner of May 6, 1851 Postmaster-General Morris could boast of the great increase in the number of post offices in Canada, especially in the very short time since taking over its Post Office affairs. "Now, said he", reported the Recorder and Advertiser, "there are 500 yielding nearly £100,000, which, in proportion to the population, was as large as that of the same Department of the adjoining Union. He hoped before the end of the year, 100 or 200 Offices would be added to the existing number, but if not then it was because the people had failed to ask for them. A beginning had already been made, for on that day 8 or ten new Offices would go into operation, and as the 6th of each succeeding month, he hoped that a greater number would be established."

The Postmaster-General was taken at his word, with a request for postal service appearing right away in the May 15 issue of the Brockville weekly:

"At a meeting of the inhabitants of Frankville, Leeds County, in the Township of Kitley, for the purpose of adopting measures to procure the establishment of post office in the said village.

"Resolved — That in consequence of this village being the place where the County and Municipal elections are held in this township, and all the official business is mostly transacted; we deem it highly expedient and necessary to use our best endeavours, to procure the establishment of a post office here, and as the carriage conveying Her Majesty's Mail from Brockville to Perth daily passes through, we think it can be no great additional expense, if any, to the Post Office Department.

"Resolved—That although there is a post office at present in the township*, yet in consquence of the Irish Creek, and the waters of a large lake dividing the township in such a manner as to render the communication between each side of the creek and lake very circuitous. The inhabitants residing on the south side of the waters find it very inconvenient at all seasons of the year, to get their letters and newspapers."

Amongst those signing the petition was general storekeeper William Smith, who became postmaster when Frankville post office was opened next year, on what is now Highway 29, at the 8th concession road of Kitley. Its site had been granted to Benjamin Willson in 1830, and he had sold it seven years later to John Brennan. The village was variously referred to as Willson's Corners, Brennan's Corners, Brennanville, and even Brandenburgh. When the post office was established, however, it was called Frankville, the name that had been used more than any other over the years. Where "Frank" came from is not known.

New Post Offices For Leeds County

1851 saw three new post offices established in Leeds County. On the county road in the 3rd concession of Elizabethtain Township, in lot 30, Lyn was opened, at what had been called Coleman's Corners. Where a brook descended from rocks Abel Coleman had built his first mill in 1788. By 1851 it had become an industrial center in a small way, and a suitable name was sought for the new post office. The clear stream driving the wheels of the mill suggested Lyn. It is derived from a Gaelic or Welsh word meaning a pool, stream or cataract.

* Called Kitley then, Toledo later. See "Leeds County—The First Post Offices," Canadian Philatelist, Nov.-Dec. 1969.

On the present Highway 15, a mile east of the western boundary of Leeds Township, Seeley's Bay post office came

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MINT					
1/2 Cent	5.95	6.50	7.50	10.00	14.00
1 Cent	.45	.50	.75	1.00	1.50
2 Cent	.75	.80	1.00	1.50	2.25
3 Cent	.65	.75	1.00	1.40	2.00
5 Cent	2.25	2.50	3.25	4.50	6.00
6 Cent	11.25	12.50	15.00	20.00	30.00
8 Cent	3.25	3.50	4.00	5.50	7.50
10 Cent	4.50	5.00	6.50	8.00	10.00
15 Cent	8.50	9.25	15.00	20.00	27.50
20 Cent	12.00	13.00	15.00	20.00	27.50
50 Cent	16.50	17.50	22.50	30.00	40.00
1 Dollar	70.00	75.00	100.00	125.00	150.00
2 Dollar	165.00	175.00	200.00	275.00	350.00
3 Dollar	210.00	220.00	300.00	400.00	550.00
4 Dollar	210.00	220.00	300.00	400.00	550.00
5 Dollar	210.00	220.00	300.00	400.00	550.00
USED					
1/2 Cent	5.95	6.50	7.50	10.00	14.00
1 Cent	.40	.45	.75	1.00	1.50
2 Cent	.75	.80	1.00	1.50	2.25
3 Cent	.30	.35	.50	.75	1.25
5 Cent	2.00	2.20	3.00	4.00	5.50
6 Cent	11.25	12.50	15.00	20.00	30.00
8 Cent	2.75	3.00	4.00	5.50	7.50
10 Cent	4.75	5.00	6.50	8.00	10.00
15 Cent	8.75	9.25	15.00	20.00	27.50
20 Cent	10.00	10.50	12.00	15.00	20.00
50 Cent	10.25	11.00	15.00	22.50	30.00
1 Dollar	62.50	65.00	75.00	100.00	125.00
2 Dollar	130.00	135.00	150.00	200.00	275.00
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2 Cent	1.25	1.55	2.00	2.50	3.25
3 Cent	1.25	1.55	2.00	2.50	3.25
5 Cent	4.50	4.75	6.00	7.50	10.00
6 Cent	3.50	3.75	4.50	5.50	6.50
8 Cent	5.25	5.50	6.50	7.50	10.00
10 Cent	13.00	14.00	17.00	22.00	30 00

1898-1902 NUMERAL ISSUE

MINT	GOOD	VERY GOOD	FINE	VERY FINE	SUPERB
1/2 Cent	.15	.20	.30	.40	.60
1 Cent	1.10	1.25	1.50	2.00	3.00
2 Cent Purple	.90	1.00	1.25	1.50	2.00
2 Cent Red	1.70	1.80	2.00	2.50	3.25
3 Cent	1.70	1.80	2.00	2.50	3.25
5 Cent	7.50	8.00	9.00	12.00	17.00
6 Cent	9.00	9.50	11.00	16.00	22.00
7 Cent	5.00	5.25	6.50	8.00	10.00
8 Cent	11.50	12.00	15.00	20.00	25.00
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into being. It was named after Justus Seeley, are of Jessup's Rangers who had originally settled in Augusta in 1784, but came here in 1825. Later in the century the spelling of the name was shortened to Seely's Bay. Now it is even more simplified, Seelys Bay, without an apostrophe.

Also opened in 1951 was Harlem, at the 6th concession road and 15th sideroad of Bastard Township.

On December 25 of that year the Brockville Recorder and Advertiser commented.

"It will be seen from our advertising columns that contracts are to be received for carrying mails between Kingston and Kitley Corners, and between Addison and Westport. In attending to the interests of the whole Province, Mr. Morris has not overlooked his own County."

Addison post office had been opened in 1845 on what is now Highway 29, at the 9th concession road of Elizabethtown Township. The next post office to appear in Leeds County came in 1848, when Escott Township got Escott post office, on the present Highway 2, in lot 17. Elgin had been established in 1850 on what is now Highway 15, at sideroad 12 of Crosby South Township. Lord Elgin was Governor-General of Canada then.

While new post offices were springing up all over the countryside, one old one was faltering towards an end. On April 1, 1852 the Brockville weekly newspaper noted:

"We are informed by P. Lee, Esq., postmaster of Lyn, that the letters, papers, &c., in the Yonge post office at the time it was closed, are now lying at the Lyn post office. The Mallorytown office, it appears, has not been opened. We understand that letters and papers for Yonge are still forwarded to Lyn, where a number are now lying."

Yonge post office, opened in the township of the same name in 1833, was at Yonge Mills, on the St. Lawrence River road just east of the mouth of Janes Creek. Nathan Baxter had given up the postmastership early in 1852. Reuben Wiltse reopened Yonge a little later in the year, but it closed for good in 1854.

Mallorytown post office, meanwhile had opened in 1852, on the present Highway 2, at sideroad 21 of Yonge Township. Nathaniel Mallory, the founder of the municipal center of Yonge Township, had come to Canada from Vermont in 1790.

Two miles from Addison, Greenbush got a post office in 1852, kept by H. Blanchard in his general store. This carriage manufacturing center ran north from the 9th concession road of Elizabethtown along sideroad 24.

The same year was established Lansdown post office ,in the township of the same name, on sideroad 17 north from the present Highway 2. The township and post office added an "e" at the end of their names after 1872, to become Lansdowne.

1852 also saw White Fish post office opened in Crosby South Township, on what is now Highway 15, where it crosses Morton Creek, in lot 1, concession 5. George Morton was postmaster, and in 1854 the post office name was changed to Morton.

On April 8, 1852 the Brockville Recorder and Advertiser noted:

"Mr. Kilborn entered on his duties as postmaster yesterday. The office is established in the store building opposite Willson's Hotel, and has been fitted up with every possible convenience for facilitating business. We understand that Mr. Kilborn intends to open the office at 8 o'clock every morning, and that he is determined to do everything in his power to accommodate the public."

Charles Jones had opened Brockville post office in 1810, under the name Elizabethtown at first, and Henry Jones had continued it later. So it was that a year after the old order had changed for the Canadian Post Office Department, the old order changed for the Brockville post office, when Henry Jones finally relinquished the post be had held so many years to John Kilborn.

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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.

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

New Members

93438 Black, Henderson, P.O. Box 185, St. Johns, Quebec

9439 Marler, Hon. George C., 620 Dorchester Blvd., West, Montreal 101, P.Q.

9440 Silcox, David P., Apt. 6, 200 Stewart Street, Ottawa 2, Ontario

9441 Gage, William R., R.R. #1, Barrie, Ont.

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9443 Karr, James S., P.O. Box 608, Port Hawkesbury, N.S.

9444 Anderson, Dr. John E., Box 1580, Picton, Ontario

9445 Weston, D. R., 225 Olivier Ave., Apt. 209, Westmount 215, P.Q.

9446 Pendergast, Lt. Col., James F., CDN Support Unit, HQ AFCENT, CFPO 5045

9447 Wilson, Dennis E., 57 Alberta Cresc., Lloydminster, Alberta

9448 Izen, Melvin, 384 Dudley Road, Newton Centre, Mass. 02159, USA

9449 Stevens, Patricia O., 5 Lenox Road, Derry, N.H. 03038, USA

9450 Wiles, William N., P.O. Box 2420, Medley, Alta.

9451 Wilson, Ronald C., 3534 Acadia Street, Halifax, N.S.

9452 Hall, James A., P.O. Box 103, Urbana, Ohio 43078, U.S.A.

9453 Boucek, Richard J., M.D., 1 Wilson Drive, Ben Avon Heights, PA. 15202, USA

9454 Gilmer, J. Brian, 46 McRae Drive, Toronto 17, Ont.

9455 Gibbs, Mrs. Constance, 110 Cole Green Lane, Welwyn Garden City, Hertfordshire, England

9456 Naegeli, Henry C., 311 E. 18th Street, Marysville, Calif. 95901, USA

9457 Wickerson, Lorne T., Apt. 10A, 515 W. 110th St., New York, N.Y. 10025, USA

9458 McKenzie, Mrs. Dorothy, Box 246, Kinnaird, B.C.

9459 Bigras, Gilbert, 1140 Ramsey Ct., Apt. 318, Sudbury, Ont.

9460 Melvin, George H., 3400 - 21 Avenue, Vernon, B.C.

9461 Bell, William L., 1126 Corinne Street, Winnipeg 16, Manitoba

9462 Vrioni, Kenneth, 2807 Fremont Ave., N., Minneapolis, Minn. 55411, USA

9463 Hedrick, Travis K., 2301 Lincoln Street, Arlington, Va. 22207, USA

9464 Karrasch, Robert M., 225 Duane Street, Orange, N.J. 07050, USA

9465 Fleming, Allan Robb, 6 South Drive, Toronto 5, Ontario

9466 Lapointe, Mrs. Charleen, 4A Rowley Avenue, Toronto 12, Ont.

9467 Nielsen, Axel H., Box 82, Kinnaird, B.C.

9468 Avandi, Mrs. Leida, 2368 Queen Street, E., Apt. 6, Toronto 260, Ont.

9469 Lehr, James, 2818 Cheshire Road, Devon, Wilmington, Del. 19803, USA

9470 Van Doren, Richard M., 21 Wheatstone Circle, Fairport, N.Y. 14450, USA

9471 Levy, Edgar, 1413 Mesa Avenue, (Broadmoor), Colorado Springs, Col. 80906 USA
9472 Moodie, Craig, 7 Church Street, West, Erin, Ontario
9473 Hunter, R. L., 4 Elm Avenue, Toronto 289, Ontario
9474 Pell, Samuel Francis, Jr., 1624 Woodard Street, North Las Vegas, Nevada 89030, USA
9475 Aldridge, Kenneth M., 1131 Cameo Drive, Ottawa 5, Ont.
9476 Levine, Mark C., M.D., 1021 Maxine Ave., Flint, Mich. 48503, USA
9477 Veenstra, Teake K., Box 362, Chesley, Ontario
9478 Choma, Anna Jean, 129 McNaughton Street, West, Chatham, Ontario
9479 James, Lorne Raymond, Apt. 36, 2705 Cook Street, Victoria, B.C.
9480 Stegavig, Brian P., 134 Hays Cove Circle, Prince Rupert, B.C.
9481 MacLeod, Dr. K. J., 466 Bello Street, Arvida, Quebec
9482 Long, Miss Audrey E., 136 Gilbert Ave., Toronto 341, Ont.
9483 Corless, Robert D., 1826 W. Indianola Ave., Phoenix, Arizona 85015 USA

Changes of Address

Apfelbaum, Earl P.I., 1420 Walnut Street, Philadelphia, Pa. 19102, USA
Arcand, Paul J., 1610 Ernest Lapointe, Apt. 4, Quebec 5, P.Q.
Babb, Samuel A., 990 McLean Street, Halifax, N.S.
Bett, Ian R., 44 George Henry Blvd., Willowdale, Ontario
Buchmueller, J., 15510 - 90 Avenue, Edmonton, Alberta
Campbell, Thomas P., Jr., 16 Bonaire Circle, Waban, Mass. 02168, USA
Churley, G. H., 4260 Price Crescent, Burnaby 1, B.C.
Coutts, Cecil C., 301 - 4 Avenue, N.W., Swift Current, Sask.
Fear, R. M., 7 Parker Street, Apt. 86, Dartmouth, N.S.
Johnson, W.O., S.N., 379 rue Iberville, Gatineau, P.Q.
Johnston, J. L., M.D., R.R. #3, Caledon East Ontario
Karpoff, Boris S., C/o Pennarroya Canada Ltd., Suite 1001, 10 King Street, East, Toronto 110, Ont.
Mackey, Robert W., 312 South Second Street, Augusta, Arkansas, 72006, USA
Marston, Dr. Judith H., 7717 E. Cypress, Scottsdale, Arizona 85257, USA
MacEachern, E. L., 2A Bennett Drive, Apt. 304, Gander, Newfoundland
MacManus, Capt. G. E., 12 Aurora Crescent, Ottawa 12, Ontario
McCulloch, J. Douglas, 2018 Davebrook Road, Mississauga, Ontario
McLoughlin, WO2, W., Box 144, Lancaster Park, Alberta
Nicol, D. J., Apt. 301, 119 Park Row, New Westminster, B.C.
O'Neill, W. P. Jr., Capetown, Dept. of State, Washington, D.C. 20521, USA
Robertson, Lieut. W. A., CFS Sioux Lookout, Sam Lake, Ontario
Scott, W. B., Jr., 770 Pine Avenue, Bathurst, N.B.
Taylor, Dr. W. A., 4290 Kennedy Drive, E., Windsor 22, Ontario
Thompson, James D., 508 Sherman Street, Canton, Mass. 02021, USA
Turner, Mrs. Mary, 61 Ashburn Drive. Ottawa 5, Ontario
Verity, David M., Apt. 1501, 477 Elizabeth Street, Burlington, Ontario
Voss, Harry J,, 1719 - 20th Street, W., Saskatoon, Sask.
Westwater, John, 204 Seigniory Ave., Apt. 102, Pointe Claire 720, P.Q.
Yendall, Eric P., Apt. 1020, 1435 Prince of Wales Drive, Ottawa 5, Ontario
Harwood, R. W. deL. P.O. Box 27, Victoria Station, Montreal 215, P.Q.

Chapter Changes

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#97—David Thompson Stamp Club, C/o Mrs. J. H. Walton, Box 669, Castlegar, B.C.
#98—Guelph Stamp Club, C/o C. Laubach, 38 Lincoln Crescent, Guelph, Ont.
#99—Moose Jaw Stamp Club, C/o J. R. Castle, 1028 Fifth Ave., N.W., Moose Jaw, Sask.
#100—Okanagan Mainline Philatelic Association, C/o J. C. Campbell, R.R. #1, Ross Road, Westbank, B.C.

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Deceased

6972 F. Lennox Wilson, Sherbrooke, Quebec

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#6, Edmonton Stamp Club,
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#48 Kamloops Stamp Club,
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#51 Hamilton Philatelic Society,
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#73 Barrie District Stamp Club,
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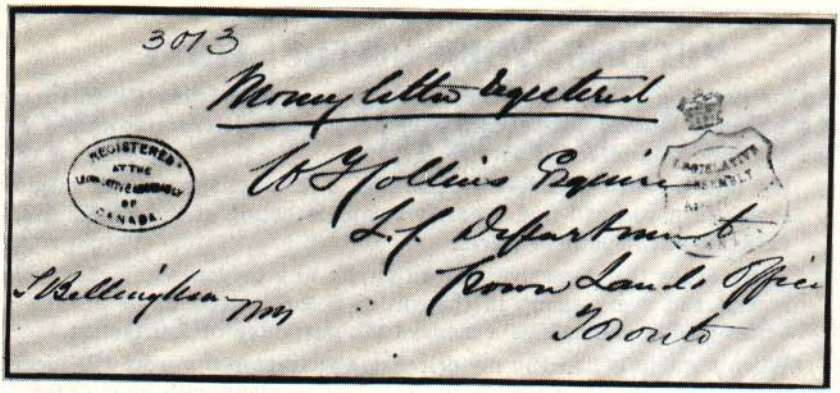
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APO 114



WHAT'S NEW IN OLD CANADA

By DR. FRED STULBERG

The "Registered at the Legislative Assembly of Canada" Oval

The story of this cover lies not only in the postal markings but also in the extraordinary usage of the mails. Let us first deal with the former.

At the right we see a "legislative Assembly, Canada" crowned shield dater showing August 6th, 1858 as the day of mailing. This strike is in red. The left side of the cover shows the "Registered at the Legislative Assembly of Canada" oval (24 x 32 mm.) in blue. In this case the shield dater is not unusual but the "registered" oval is. Boggs lists the date of usage of the oval as 1859 and the colour as red. Jarrett, who shows it as #1459xx, states that it was first used in March, 1859 also in red. Thus we see the earliest date of usage moved back more than seven months as well as being in an additional colour.

Let me explain that it is not unusual, especially among the rarer marks, to find, from time to time, items that completely change the accepted usage of a specific device. In this particular case it is understandable since both Jarret and Boggs show the relative scarcity of this mark at least twice that of any other known registration marking and there is some indication that one authority had to use the information of the other to make his listing.

Although it may appear easy to determine the post office of origin of this cover, things might not be as they seem. For instance, in the pre-Confederation era the post office of the Legislative Assembly of Lower Canada at Quebec often received the same device as the post office at the Legislative Assembly of Upper Canada at Toronto with nothing to indicate which was which. Thus in many cases it is necessary to assess the other postal marking applied in transit or at the destination in order to determine at which Legislatve Assembly the letter was mailed.

The cover shown above apparently originated at Toronto, stayed in Toronto and, likely, never left the Legislative Building. It was mailed by L. Billingham, a member of the Legislature, to the Crown Lands Office at Toronto and, according to the regulations of that time, it was entitled to franking privileges. It has only one registration number (3073) indicating that it was handled by only one post office. There are no backstamps, not even one from the main Toronto Post Office, which would indicate that the cover was totally taken care of at the Post Office of the Legislative Assembly of Upper Canada at Toronto. It therefore seems unusual that the post office should be employed to deliver a "registered money letter" to someone in the same building.

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FIP FLAP

Among the letters recently received was **"Why do you campaign against F.I.P.? In a contemporary issue of another periodical I read a catalogue of all those things that F.I.P. has done for philately and this was contributed by a well known philatelist".**

It is surprising that a constant reader should be unaware of the reasons that we oppose the power of F.I.P. and in the most simple terms we will try and explain.

1. F.I.P. tries to govern international philately.
2. F.I.P. tries to nominate judges for an international exhibition.
3. F.I.P. tries to legislate what we should collect.
4. F.I.P. attempts to impose penalties on those who do not comply with their rules.

It is our contention that F.I.P. has neither the moral nor the legal right to do any of these things. Stamp collecting and philately are hobbies. They are one of the few freedoms left to mankind.

We defend the right of any collector to collect what he will—no-one else has the right to say he is wrong. He may collect tripe in your opinion but you should remember that he probably thinks just as lowly of your treasures.

The organisers of any exhibition must be free to choose their own judges. Because a judge is a member of F.I.P. does not ensure his knowledge or probity and many of us have suffered from the judge whose prejudices

(a) damn those exhibits of which he has no knowledge
(b) favour certain exhibits because they have been entered by friends or fellow nationals.

It is inevitable that every judge has his prejudices. We all have them and as a judge is a human being and he enjoys (or suffers) human weaknesses. Now, we are not writing on behalf of the judges in any other country but we believe that judges appointed by British Exhibitions are selected because of their impartiality. They are selected for these virtues and not because of their nationality. This statement does not imply that a judge who is not selected lacks expertise or impartiality but we do want judges who are known to us to have these virtues.

The late Adrian Hopkins once said that the Philatelic Congress of Great Britain was a wonderful opportunity for philatelists to meet in a convivial atmosphere, but should it ever try to set itself up as a Parliament of Philately then it would fail.

It is stated that countries get the parliaments they deserve. Philately is a freedom that needs no parliament and if it had one it would surely die.

Fortunately, the adherents of this hobby are of too many nations, of too many different walks in life, for any one body to govern them. It is a universal brotherhood of which every true member tolerates the idiocyncrasies of his fellows in the fervent hope that his own will be tolerated and possibly shared by a brother-in-tweezers.

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WANTED — Information of any kind about College stamps as used in the various business schools (1860-1915). Send covers, stamps or College currency with asking price. Have hopes of gathering enough information to write an article on college stamps and their use. Would appreciate loan of information not for sale. RPSC 7954 ROBERT K. WAITE SR., 10 BERKSHIRE PLAZA, NORTH ADAMS, MASS. 01247.

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By HANS REICHE (RPSC 6397)

By the time this will appear it is anticipated that the Part 2 of the Admiral Handbook will have been issued. It will bring up to-date the information on this interesting issue.

Although the statistics show that the chances for loosing a golf ball are high for the type of golf game I play, nevertheless, statistics may show up some interesting facts about stamps. Having sorted millions of Admiral stamps it is interesting that the chance for finding amongst a bundle of 100 a five hole OHMS perforated stamp is 0.00038% and then I can only tell you this with a 90% confidence. If you want to be 99% sure of finding one you will have to sort at least 1.7 Million stamps. At 30 cents a bundle of 100 this would mean that you have to spend $5100.—for your OHMS stamp. Squared circle cancels on this issue are very hard to find and here one would have a chance of about 0.004%. The Montreal duplex number 12 is extremely rare. I never found one and therefore the cost of finding one would be may be double that of the OHMS. Looking at auction catalogues one finds that over a two year period 15% of items appear at least twice for sale. I am talking about Canadian stamps. Imperfs and part perfs are leading the field and the same block may be found in two successive auctions. Items from large name auctions such as Lichtenstein, Caspary etc. appear often more than twice over a short period. This indicates that many of these items are not bought by collectors but by dealers or speculators. And one more statistical fact. During the last few years collectors, dealers kept approx. 1% of all issued stamps in mint condition of the total number issued. This was not so many years ago when the amount kept was something like 0.3% or less. How much of these quantities remain in mint condition is another question. The amount of USA mint stamps kept is around 1.6%. One of the reasons for the higher number may be that many buy their philatelic supplies from ordinary post offices and all sheets sold contain the plate blocks. But there also may be more collectors who believe if they buy sheets that they can obtain an early profit.

The $1.50 booklet in black is now out with the new perforation 12. This will make the first one a short lived issue and many will be taken apart. The coil is out as well and all 6 cents stamps are now from the reworked die. The gumming of the booklets still remains a problem. With many getting stuck in the automate due to curling the post office continues their experiments on the new gum. So, we may have soon another booklet variety.

Complete sheets of Canadian stamps usually show the plate inscription, some guides for cutting and layout in form of fine lines or dots. Once in a while a sheet or part of a sheet turns up with a fold or badly miscut. These extra marginal portions sometimes show additional information on the sheets which normally one can not find because the sheets are trimmed before leaving the manufacturer. For instance heavy lines exist on some of the Admiral sheet corners about two inches above the stamps. Similar lines can also be found in the 1930 and 1932 issues. In some cases these lines are almost ¼ inch wide. Additional numbers can be found on the recent booklet panes and colour bars on many of the multiple coloured stamps. Such extra markings are of interest and a special study or listing

of these would be very useful. This information can not be obtained from the manufacturer because these are to some extent the trade secrets in the printing process.

Coming Events

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 24 — QUINTE STAMP CLUB EXHIBITION, Belleville. M. O. Hengen 11 King George Sq., Belleville.

OCTOBER 29-31, 1970 — Annual Exhibition East Toronto Stamp Club, Thorncliffe Market Place, Overlea Blvd., of the Great Britain Philatelic Society Toronto. Includes the first exhibition of Canada. Secretary—R. A. Reakes, 188 Woodmount Ave., Toronto 13.

NOVEMBER 5-8 — APS CONVENTION, Honolulu, Hawaii, at Ilikai Hotel. Host: Hawaiian Philatelic Society.

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

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Commissioner J. N. Sissons
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Dear Sir:

Whoever may be responsible for running it, the exhibition at an RPSC convention is going to be regarded as Canada's "national" show. In fact you refer to it as such in your reply to Mr. Millar (Jul.-Aug.) I was jolted therefore by your apparent support for the 16-page limit.

Some of our national exhibitions — notably Windsor '62 (almost of international calibre) and Ottawa '67—enhanced the prestige of the Society and of Canadian philately; but they didn't do it with 16-page entries. It is true that size alone doesn't mean quality. I do not need to name one or two other convention shows of past years which had no such limit, but were anything but prestigious. Is it reasonable to expect the average local club to have the know-how and connections for staging a show of truly national quality?

Toronto '69 show didn't boost anyone's prestige either. The relative size of the bourse and exhibition halls indicated which was regarded as most important—dollars, or philately. (Unfortunately this trend to make the exhibition an adjunct of a big bourse has similarly prostituted a couple of once outstanding local shows hereabouts recently). I know people who travelled long distances last year expecting to see a really top-notch show. They won't be back. Many of the exhibits were of good quality, but how many people can develop an entry of truly national calibre—the preliminary, as you suggest, of international competition—in 16 pages?

The only ones who can, I suggest, are the "affluent" who may show a few howling rarities and extraordinary material which tells a story in itself. Most of us need space to develop our theme with more modestly priced material shown in depth and backed by years of searching, hard work and serious study. I therefore feel that the 16-page limit in a national show is no help to the less than affluent, rather the reverse.

I would also suggest to Mr. Millar and yourself that a national show is not the place for the fledgling exhibitor to try his wings. It is true that most RPSC members are neither affluent nor advanced specialists, and it is the job of the society to help them in every possible way, including guidance and encouragement to exhibit in local, and later in regional exhibitions. But to throw them into competition with those of real national calibre can only bring disappointment to exhibitor and visitor alike. The big-league fan doesn't pay to see sandlotters perform, even if he scarcely knows how to hold a bat himself. But the stars learned the game on the sandlots.

Sincerely,

W. J. Banks #4676

Editor's Note: I would draw your attention to the first paragraph of my reply to Mr. Millar in the last issue.

> "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."

I support the 16 page **frame** size because it is standard. The **exhibit** size must be dictated by local conditions. All sponsoring clubs are encouraged to put on the largest exhibition that can be handled. The Toronto convention was not sponsored by any of the local clubs but was put on by a few dedicated R.P.S.C. members. In spite of this lack of participation your complaint is the first I have received about a successful convention which received many compliments.



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REVIEW

The Guide Book and Catalogue of Canadian Stamps, 1970-1971; Glen Hansen.

This 232 page soft cover book is the first edition of what is obviously intended to be a continuing publication. It is an ambitious undertaknig and with just a little bit of general acceptance stands a chance of becoming the standard for collectors of Canadian stamps.

Much of its strength lies in its diversity since it not only gives a comprehensive story of each issue, it also has the values in five grades of stamp plus prices for Elizabethan plate blocks, first day covers, major varieties (printing, perforations, colour, etc.), booklets, coils and other items heretofore unpriced. These prices, for the most part, seem to reflect the current market in Canada. The numbering is based on Scott's.

In addition to the catalogue aspect of the book, there are sections dealing with the hobby generally such as methods of collecting, collecting for investment, safekeeping and a little postal history just to mention a few. Absent is postal stationary, cancellations, semi-official airmails and Newfoundland. The book is well printed and profusely illustrated.

Ordinarily the report would end here but since this could become the "bible" for collectors of Canadian stamps, a little more critical review is called for. These criticisms must not be interpreted as a condemnaton, but rather as a way that future editions could be improved.

First of all we can assume that the errors of printing and illustration that invariably find their way into any new work have already been noted and will be corrected. A situation less easy to cope with, however, is the method of classifying and pricing. In many ways it is cumbersome and confusing and it remains to be seen whether familiarity with the system will eliminate this problem. Another drawback concerns the illustrations. Although the quality of reproduction is good, the stamps shown should be all mint (especially those issues readily available in this condition) and should show either the design alone or the entire stamp so that they do not have the appearance of clipped stamps.

There is little doubt that some specialized collectors will find their specific areas wanting. On the other hand, this book was intended for the average collector of Canadian stamps and as such, is the best book available to him today.

Copies are available from Regency Publishing Company, 101 Lindsay Building, Winnipeg, Manitoba, @ $4.75.

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CHAPTER NEWS

The Kawartha Philatelic Society Chapter 58 (Peterborough, Ont.) held its annual meeting on June 9/70. A very successful year was recorded and the membership stands at 36.

Several members exhibited in outside exhibitions during the year with considerable success. Plans are now being made for the 15th annual exhibition early next year when it is hoped to have one of the largest in the province.

Officers elected for the 1970-71 season were:

President—Bill Saunders
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—Gwen Wilkinson

The Canadian Association for Israel Philately (Chapter 76) hosted the Great Lakes Seminar at the Inn on the Park in Toronto on July 10th. A number of interesting talks and displays were given by leading specialists during the seminar. Guests were welcomed by President A. Ben David and included R.P.S.C. President Harry Sutherland, Dr. F. G. Stulberg, Doug Patrick, J. Hennenberg, Dr. A. Friedberg, S. Yullish all of Cleveland.

The Seminar was honoured by North York declaring Saturday, July 11th, Holy Land Philately Day.

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Some of the CAF personnel standing by at Winnipeg on 6 October 1920 for the western half of the TransCanada Flight are depicted with one of the four DH9A's used. F/L C. W. Cudamore is third from the left, standing. The others are not identified.

First Trans Canada Flight Halifax To Vancouver -- 7 to 17 October 1920

By MAJOR R. K. MALOTT

The development of aircraft capabilities and technical facilities progressed rapidly during World War I. The applicability of aircraft to Canada to improve transportation, communication and freight handling had to be proven. Many returned Air Force veterans from WWI connected with aviation in Canada were most anxious to effect a TransCanada flight from East to West. The opportunity came in 1920 despite the fact that aviation facilities in Canada were very limited.

On 12 August 1920, Wing Commander J. S. Scott, Superintendent of the Certificate Branch of the Air Board, requested from the Air Board that approval be given for a transcontinental flight from Halifax to Vancouver "to demonstrate the feasibility of such a flight from the commercial point of view; to prove the possibility of a fast trip from coast to coast without undue strain on the pilots or machines; and to serve as recruiting propaganda for the Canadian Air Force, and to stimulate an interest in aviation by commercial firms and the public generally".

Approval was given by the Air Board and W/C Scott was put in charge of arranging for landing fields and mooring, gasoline and oil supplies, wireless communication, and coordination with local civilian authorities. Ten sites suitable for night flying and ten sites with mooring facilities were prepared. All the provinces and the principal cities en route were invited to send letters of greeting among themselves and many did. All correspondence was for-

warded to the Dartmouth Air Station, Nova Scotia, the starting point of the flight.

The flying of this operation was to be shared by the two other branches of the Air Board—the Flying Operations Branch supervised by W/C R. R. Leckie, DSO, DSC, DFC (later Air Marshal R. R. Leckie, CB, DSO, DSC, DFC, CD, Chief of the Air Staff, RCAF); and the Canadian Air Force command by Air Commodore A. K. Tylee, OBE, W/C Leckie and his personnel were to fly the segment Halifax to Winnipeg, and the CAF were to fly the segment from Winnipeg across the Canadian Rockies to Vancouver.

Original plans were for W/C Leckie and crew to fly a Fairey Trans-Atlantic Seaplane (a modified Fairey 63 aircraft, a single-engined, biwing aircraft) from Dartmouth, N.S. on 27 September 1920 and fly non-stop to Winnipeg. Its range was 30 hours at 60 MPH. W/C Leckie and SL/L Basil Hobbs, DSO, DSC (later Group Captain Hobbs, DBE, DSO, DSC) after many delays due to technical problems and weather arrived on 5 October 1920 at Halifax from Montreal with the Fairey seaplane to commence the Trans-Canada flight. A reserve F3 flying boat recently arrived from England, N-4016, was assembled and flown from Ottawa to Rivière du Loup by Flight Lieutenant H. A. Wlson during this period.

On 7 October 1920 at 8:00 a.m. the Fairey seaplane G-CYCF took off from Dartmouth for Ottawa with W/C Leckie and S/L Hobbs as crew. Aboard the aircraft was the bag of official correspondence with letters to be dropped along the route. Over St. John, New Brunswick at 10:47 a.m. W/C Leckie dropped a message stating, "am bucking a 40 mile north-west wind; machine and engine OK". Unfortunately not long after the Fairey Seaplane was forced to land at Whelpley's Point on the Saint John River due to the loss of the engine cowling weakened and loosened by turbulent weather over the Bay of Fundy. In landing the Fairey Seaplane the propellor, an undercarriage strut, and a float were damaged, necessitating the requirement for a replacement aircraft

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Squadron Leader A. B. Shearer, the commander of the Dartmouth Air Base, flew a replacement aircraft, an HS2L flying boat G-CYAG to Whelpley's Point despite very turbulent air for the full four hour flight and a severe cramp in his leg that had been wounded in WWI. His mechanic had to operate the aircraft's rudder. After landing safely, S/L Shearer handed the HS2L over to Leckie and Hobbs who took off immedately for Fredericton, N.B. At 6:10 p.m. they landed at Fredericton, and after an hour for refuelling they took off at 7:15 p.m. for Rivière du Loup Despite foggy and rainy weather, they arrived and landed safely at Rivière du Loup at 11:05 p.m., 7 October 1920.

The original plan was to stop for refuelling only at Rivière du Loup, and a night landing at Ottawa. The delay at Whelpley's Point and the bad weather at Rivière du Loup forced a night stop over. At 6:30 a.m. on 8 October 1920 the F3 took off for Ottawa with W/C Leckie, S/L Hobbs and air engineer C. W. Heath, as crew, and the bag of letters aboard. The HS2L was returned to Dartmouth by F/L H. A. Wilson. The Fairy Seaplane at Whelpley's Point was unflyable and had to be dismantled later for return to Dartmouth. The cloud base was at 300 feet for the first part of the journey, but after Montreal was passed at 10:55 a.m. the sunshine broke through and a safe landing was made at Rockcliffe at 12:30 p.m. Members of the Air Board, including the Secretary J. A. Wilson, greeted the tired trio of crew members.

An unserviceable engine delayed the aircraft's departure until 9 October. On 8 October, W/C Leckie delivered the letter of Mayor J. S. Parker of Halifax to the Mayor of Ottawa, and sent by rail the letters to the Mayors of Fredericton, Quebec and Montreal. At 8:45 a.m. 9 October the F3 departed from Ottawa for Winnipeg with W/C Leckie, S/L Hobbs, mechanic Heath, and one new member, a navigator, F/L G. O. Johnson, who during WWI, as a fighter pilot on the Western Front destroyed 13

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enemy aircraft. W/C Leckie had the distinction of being the only Canadian in WWI to destroy two Zepplins, and S/L Hobbs was the only Canadian to destroy a Zepplin and a submarine.

The F3 flew over the check points of Pembroke at 10:00 a.m., Mattawa at 11:20 a.m. North Bay at 12:00 noon, and landed at Sault Ste Marie at 4:35 p.m. A dense fog prevented take-off on 9 October, but on Sunday 10 October at 7:30 a.m., the F3 took off for the next point Kenora, 540 miles distant. After 8 hours and 25 minutes the F3 landed at Kenora at 3:55 p.m. A leaking engine radiator delayed take off from Kenora until 8:15 p.m. The Winnipeg River was reached and followed northwestward to Lake Winnipeg, then to the north of the Red River. A heavy ground mist forced the aircraft to land at Selkirk, Manitoba. The envelopes were sent on to Winnipeg to be flown westward by the CAF personnel in a DeHavilland 9, powered by a 400 hp Liberty engine. The F3 was flown on to Winnipeg on 11 October by Leckie & Hobbs who then left by train to Vancouver to await the arrival of the DH9A aircraft.

The CAF brought west four DH9A bombers and were, on 11 October, located at the following places: one at Calgary, Alberta piloted by F/L G. A. Thompson; one at Moose Jaw, Saskatchewan piloted by F/L C.W. Cudamore, MC, DFC; one at St. Charles aerodrome, Winnipeg piloted byF/L J.B. Home-Hay, MC, DFC; and one, G-CYAZ, had crashed at Winnipeg during a test flight. At 4:30 a.m., 11 October, in the DH9A G-CYAN, F/L J. B. Home-Hay, pilot, and Air Commodore A. K. Tylee, as passenger, took off for Moose Jaw. Aboard was the bag of official letters. The aircraft passed over Grenfell at 6.39 a.m., and at Regina, Saskatchewan at 7:39 a.m. However, engine trouble forced F/L Home-Hay to land at the Aerial Service Company's airfield just beyond Regina. F/L Cudamore was ordered to fly from Moose Jaw to Regina where he landed his DH9A, G-CYAJ and took off with Air Commodore Tylee at 11:00 a.m., destination Medicine Hat. There they were to meet F/L Thompson for the flight to Calgary Alberta. Cudamore landed at Medicine Hat at 1:45 p.m. and then both DH9A's took off at 3:10 p.m. for Calgary, arriving there safely at 5:10 p.m., 11 October 1920.

(To be Continued)

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