CANADIAN PHILATELIST



Journal of the
ROYAL PHILATELIC SOCIETY of CANADA

VOLUME 35 **MAY-JUNE, 1984** NUMBER 3

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THE CANADIAN PHILATELIST

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GOVERNMENT HOUSE
RÉSIDENCE DU GOUVERNEUR GÉNÉRAL

January 30, 1984

Dear Mrs. Clark,

My term of Office as Governor General of Canada, and as your patron, will come to an end shortly and I wish to take this opportunity of letting you know how much I have enjoyed my association with your organization.

At this beginning of a New Year, I send you, your executive and the members at large, my very best wishes for success in achieving your goals.

Yours sincerely,

Ed Schreyer

Governor General of Canada

Mrs. S.A. Clark
President
Royal Philatelic Society of Canada
P.O. Box 5320, Station F
Ottawa, Ontario
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EDITOR'S NOTES

by Ron Richards

NEW ADDRESS

Members must be beginning to wonder if their Editor is not really a gypsy on the move! I would ask all members who have occasion to write to please make note of my new address published elsewhere in this edition. I for one can vouch for the efficiency of Canada Post when it comes to re-directing of mail, but the term is normally valid for only three months.

INDEX

I must admit to being extremely pleased that my request for a volunteer to prepare the 1984 Index was heeded by over a dozen members. Mrs. Francine Davis of Agincourt, Ontario, will be preparing the Index for the Society. To one and all who responded, a hearty and grateful thank-you!

CSDA DIRECTORY

The Canadian Stamp Dealers' Association has recently published its first Annual Membership Directory. The 48-page 1984 Directory is available free upon request by writing to the Secretary of the CSDA at P.O. Box 1123, Adelaide St. P.O., Toronto, Ontario M5C 2K5.

U.P.U. CODE OF ETHICS

In November 1983 an International Round Table on Philately was held in Switzerland under the patronage of the U.P.U. and some important matters were discussed. The U.P.U. is seeking agreement that postage stamps be considered "articles having a cultural value" and thus exempt from any customs duty on import – certainly a welcome move! Furthermore it was proposed that the year of issue should be printed on all commemorative and special stamp issues. This has already been accepted by CEPT-member countries.

An interesting point is the Code of Ethics to be proposed to all member postal administrations of the U.P.U., as follows:

1. The member postal administrations shall, in principle, confine their issues to subjects having a connection with their country or with international personalities or events. They shall avoid any commemoration not concerning them directly.
2. Administrations shall themselves monitor the way in which their stamps are issued in order to avoid any abusive commercial speculation.
3. They shall also make arrangements for the stamps to be on sale for an appropriate period and for them to be valid for prepayment for a sufficient period which shall be left to the appreciation of each administration.
4. They shall avoid issuing high-value commemorative or charity stamps.
5. They shall avoid the joint production of perforated and imperforated stamps for one and the same issue, except when the imperforate stamps concern philatelic tributes.
6. They shall avoid issuing miniature sheets of stamps bigger than the usual size of existing albums or which, because of their excessively large size, cause dispatching problems.
7. Postal administrations which assign their stamp production and/or sales to Government or private Philatelic Agencies shall maintain total control of all operations so that points 1 to 6 are always complied with.
8. The denominations of the postage stamps issued shall correspond to the current postage rates.

Although not as stringent as many collectors would like to see them, the above code would appear to be a good beginning. There are very few postal administrations including Canada who have not bent or broken the above code in the immediate past.

THE GELDERT AWARD

Dr. J.C. Arnell has been chosen to receive the 1983 Geldert Award for his continuing series of articles entitled "Highlights from the Early Days of the Cunard Line". Part XXVI of this fine series can be found elsewhere in this issue.

This is the first time that an author has been given the award on two occasions. Dr. Arnell won the award in 1971 for his series on "Canada's Transatlantic Mail".

The Geldert Award, which was established in memory of the late Dr. G.M. Geldert, is given for what is judged to be the best article appearing in the Canadian Philatelist in a given year. It is awarded by a committee consisting of Colin H. Bayley, Chairman, Mrs. G.M. Geldert and James Kraemer.

I would personally like to extend congratulations to Jack and thank him for all his co-operation during the two years I have been Editor.

OBITUARY –
WILLIAM M. MORRIS

It is with deep personal regret that I announce the passing of William (Bill) Morris, the Insurance Plan Manager for the Society. Over the past two years Bill and I had worked closely together on articles and inserts for the journal and his dedication to the Society will surely be missed.

Bill Morris was a graduate of Lakefield College School and Upper Canada College and he entered the insurance business, in which he was an acknowledged expert, in 1947. He carried on business for many years under his father's name, E.M. Morris & Company. Later, he sold his business to Mitchell & Ryerson Limited and remained with that firm at the time of his sudden death while on holiday in Florida.

As a stamp collector himself, he had a great knowledge of the field and was, among many other Society activities, in charge of insurance for CAPEX'78. He had developed a group insurance plan for the R.P.S.C. over a decade ago and had administered it since the beginning. Three years ago, he was appointed an officer of the Society in recognition of his work.

Mr. Morris is survived by his wife, Jane, his four daughters and one grandchild, to whom we extend our sincere condolences and best wishes.

As noted elsewhere, Mr. John B. Thompson has assumed the duties of Insurance Plan Manager. □

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Letters to the Editor

AMBIGUITY CLARIFIED

I wish to clarify what is perhaps an ambiguity in my article "The Three Pence Beaver on Cover – Part Two" published in the Jan.-Feb. 1984 issue.

I referred to 27 covers which have been found with railway post office markings. It should have been emphasized that throughout the article I was referring to **originating** post offices and the RPO's listed were those which appeared to be the first postmark on the letter.

There are, of course, numerous transit RPO's, many not mentioned in my sources, unknown to me, and therefore not listed anywhere in my records.

Graham Locke
St. Lambert, P.Q.

1984 PAPAL VISIT

Regarding your comments on the 1984 Papal Visit made in the January-February issue.

As the President of the Society, I must emphasize that the Editor has, of course, a perfect right to express his own opinions. As a Catholic, however, I hope and indeed expect the Post Office to issue a stamp commemorating the forthcoming visit of the Pope to Canada. Such a stamp would be far more meaningful to most Canadians than many of the other commemoratives that have been issued!

Beverlie Clark
President, R.P.S.C.

(As you will note from the letters which follow, you are not the only one who disagrees with me, such is the state of existence in a democratic society, and I wish to thank you for supporting the view that I do in fact have the right to express my own opinion. I must admit that the bare essence of my comments were perhaps not as well phrased as they might have been. Besides being a dangerous precident, I simply feel that the political-motivation behind the stamp would in fact be demeaning rather than enlightening of such an historic occasion. – Ed.)

1984 PAPAL VISIT

I wish to protest strongly against your anti-Catholic remarks on page 6 of the Jan.-Feb. issue. I am neither Francophone nor a Liberal, but your attack is not political. It clearly suggests that Catholics are not to be trusted and are obviously not complete Canadians.

I had never given thought to a commemorative stamp, nor do I think one necessary, but why the thought of one should so disturb you is beyond me, unless you share Mr. Paisley's antipathy to all things Catholic.

As a private individual you have the right to vent your spleen as you wish, and I would not raise a hand to stop you, but as Editor you must be presumed to be speaking on behalf of the "Royal".

Unless you publish an apology, I see no alternative but to withdraw my membership.

James E. Bennett
Winnipeg, Man.

(I would like to draw your attention to a passage which is printed on the title-page of every issue of the C.P.: "Opinions expressed herein are those of the writers and are not necessarily endorsed by the Society and/or this journal." In my view this includes my editorial comments and if you read the President's preceeding letter, she concurs in this view.

To set the record straight, I am NOT anti-Catholic...nor in my mind was the editorial. You are also presuming that I personally am not Roman Catholic, a subject I believe to be strictly personal and upon which I won't comment. However, I am glad that we agree on the main issue that a postage stamp to mark the occasion is indeed unnecessary. It would appear that as individuals we merely have different ways of expressing the same sentiments. I hope and trust that Canadians and the Holy Father can enjoy his visit without the issuance of a postage stamp to "politicize" the event. – Ed.)

1984 PAPAL VISIT

I am distressed by the anti-Catholic sentiment of your editorial as to the possibility of a commemorative postage stamp to mark the Pope's visit to this country. In my view, **Canadian Philatelist** is an inappropriate forum for the expression of opinion on political or religious issues. Your comments might better have been published in the **Toronto Sun,** amongst whose writers I'm sure you could find some community of sentiment.

Please be aware, sir, that Catholicism is the majority religion of this country. It may even be the faith of a large number of your readers. That you would go out of your way to offend large numbers of us is incomprehensible. And yet you **have** gone rather far, when one considers that as yet there has been not even the hint, from Ottawa, of a special stamp for this occasion.

That the visit of the Holy Father is a special occasion is beyond doubt. You seem chagrined that it might be placed on a par with a royal visit, in that a commemorative might be issued, but I tell you, sir, that this is an occasion of even more significance than a royal visit, when you consider that we have never before had a papal visit, whereas royal visits are becoming rather commonplace these days. Furthermore, for a great many Canadians, the Pope has a greater influence, and commands more allegiance, than a distant and nominal ruler whose actions and pronouncements have not the slightest relevance to our daily life.

The comment about a Roman Catholic prime minister, Roman Catholic minister and so forth, is also an exiguous insult. It must gall you to realize that the Pope will be met by a Roman Catholic governor-general, as well as a Roman Catholic prime minister no matter what happens to the leadership of this country or its major political parties. You would do well to be more aware of the changing demographics of this country, and to learn to live with the millions of your countrymen for whom this visit may well be the most important event of their lives.

James W. Bannister
Toronto, Ont.

(Contrary to your opinion, I am not seeking employment with the ***Toronto Sun,*** *a tabloid for which we would appear to share the same sentiments. And I quite agree that stamp collecting and the* ***Canadian Philatelist*** *are inappropriate forums for religious or political views – IF – the stamps themselves were not politically or religiously motivated; which in the case in point is far from the truth!*

I don't work for Stats Canada, but I would seriously doubt that Catholicism is the practicing religion of a majority of Canadians. I will not comment on your attack on the Head of the Anglican Church, the Head of State of Canada and the Head of an association encompassing 46 nations as to Her being "irrelevant". But I would say that it far surpasses both in religious and political views my comments on the Pope's visit. I referred to him neither as "nominal", "distant" nor "irrelevant".

Yes, I am aware of the changing demographics of this country. In terms of percentage of the population, I would estimate that today there are fewer citizens who practise Christianity, fewer who strictly adhere to any religion at all, etc., than when the country was formed in 1867. Yes...the demographics are changing, but certainly not in the manner in which you suggest. – Ed.) □

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Since the Royal Philatelic Society of Canada is the national society of philatelists in Canada, many requests for exchange partners are referred to us. As a service to our members, we are pleased to present these names so that those who wish to do so can make overseas contacts. We have no way of checking the credentials of the individuals who write to us asking that their name be published, therefore we urge that caution be taken when answering these requests.

Pakistan
Javaid Iqbal
5/2 Sultanpura
Sheikhupura
Pakistan

Wishes to exchange stamps and FDC's of Pakistan for those of Canada.

Poland
Davol Nowjsz
ul. Fr. Joliot Curie 7A/2
02-646 Warszawa
Poland

A collector who wishes to exchange stamps from Eastern Europe for Canadian stamps. Writes in **English.**

Poland
Maciaq
PL-90-950 Lodza
Skr. pocztowa 25A
Poland

Wishes to exchange mint sets. Writes in **English.**

Poland
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Jutrzenki 56
44-251 Rybnik
Poland

Piotr Sobik
Szybowcowa 11E
44-251 Rybnik
Poland

Two collectors who wish to exchange Polish and Russian stamps for those of Canada, US, UN and Australia. Write in **English, Polish, Russian** and **French.**

DEMANDES D'ECHANGE

La Royal Philatelic Society ne s'occupe pas normalement des échanges entre philatélistes, mais comme elle est la société philatélique nationale du Canada, on lui transmet de nombreuses demandes de philatélistes désireux de trouver des correspondants pour échanger des timbres. Ainsi a-t-elle décidé, pour rendre service à ses membres, de publier les noms des intéressés d'outre-mer, afin que ceux qui désirent établir des rapports avec eux puissent le faire. Je vous signale toutefois que nous ne savons rien des personnes qui nous demandent de publier leur nom, c'est pourquoi je vous conseille d'être prudent en répondant à ces demandes d'échange.

Algerie
Mlle. Hayat Cherifi
Cité Amirouche
B + D-cage O, Appt. 334
Hussein-dey
Algerie

Une jeune fille de 17 ans voudrait échanger des timbres. Ecrit en **français.**

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Chemin de Schoenberg 1
1700 Fribourg
Switzerland

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okr. Trnava
Czechoslovakia

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Taiwan
Koes Suryanto
c/o The Indonesian Chamber of Commerce to Taipei
Room 802, Khang Ning Bldg.
289-293 Sung Chiang Road
Taipei, Taiwan

An Indonesian collector wishes to exchange stamps of Hong Kong, Indonesia, Thailand and Taiwan for Canada. Writes in **English** or **French.**

DEMANDES D'ECHANGE

USSR
Ing. Simon N. Milkus
Kirova St. 25-4
SU-270014 Odessa-14
USSR

Wishes to exchange stamps on covers, postal stationery and maximum cards. Writes in **English.**

Iran
Bijan Mohajeri
2nd Floor, No. 44 32 Street
Nasr (Gisha) Ave.
Tehran
Iran

Wishes to exchange current Iranian stamps for those of Canada. Writes in **English.**

Mexico
Professor Miguel Angel Yepez
Juarez Num. 502, Norte
Matias Romerð
70300 Oaxaco
Mexico

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MAY 18 - 20 – ROYAL '84, 56th Annual Convention of the Royal Philatelic Society of Canada, Quebec City. Information: Guy des Rivières, 71 rue St. Pierre, Québec, P.Q. G1K 4A3.

MAY 25 - 27 – SPRING TOREX '84, at the Harbourfront Centre, 222 Queens Quay St. W., Toronto, Ont. Information: Al Bliman, P.O. Box 3145, Station "D", Willowdale, Ont. M2R 3G5.

MAY 25 - 27 – PIPEX '84, 44th annual exhibition and meeting of the Northwest Federation of Stamp Clubs at the Red Lion Inn/Lloyd Center, Portland, Oregon. Also western regional meeting of the Postal History Society of Canada. Information: John White, P.O. Box 15269, Portland, Oregon 97215.

SEPTEMBER 21 - 30 – AUSIPEX '84, Australian International Philatelic Exhibition in the Royal Exhibition Building, Melbourne, Victoria. Canadian Commissioner: David Dixon, P.O. Box 1082, Oakville, Ont. L6J 5E9.

OCTOBER 5 - 11 – MLADOST '84, International F.I.P. Youth Exhibition, Bulgaria. Canadian Commissioner: Michael Madesker, 565 Alness St., Downsview, Ont. M3J 2T8.

OCTOBER 6 – K-W Oktoberfest Stamp Show at St. Andrews Presbyterian Church, Weber and Queen Sts., Kitchener, Ontario. Sat: 9:30 a.m. to 5:30 p.m. Free admission. Information: P.O. Box 8101, Bridgeport, Ont. N2K 2B6.

OCTOBER 13-14 – Annual exhibition and bourse of the Vancouver Island Philatelic Society and the Greater Victoria Philatelic Society at the Garth Homer Centre, 813 Darwin Ave., Victoria, B.C. Information: Anthony Bunting, P.O. Box 6537, Station "C", Victoria, B.C. V8P 5M4.

OCTOBER 22 - 31 – PHILAKOREA '84, a F.I.P.-sponsored International Exhibition, Seoul, Korea. Canadian Commissioner: Mr. A. Cronin, P.O. Box 5722, Station "A", Toronto, Ontario M5W 1P2.

1985

MAY 14-22 – ISRAPHIL '85, an international exhibition under the auspices of the F.I.P., Tel Aviv, Israel. Canadian Commissioner: R.K. Malott, 16 Harwick Cres., Nepean, Ont. K2H 6R1.

SEPTEMBER 12 - 14 – BNAPEX '85, Annual Convention and Exhibition of the British North America Philatelic Society at the Westin Hotel, 4th Ave. at 3rd St. S.W., Calgary, Alta. Information: P.O. Box 1478, Calgary, Alta. T2P 2L6.

1985

OCTOBER 25 - NOVEMBER 3 – ITALIA '85, an international exhibition under the auspices of the F.I.P., Rome, Italy. Canadian Commissioner: M.R. Rasic, 172 Hillhurst Blvd., Toronto, Ont. M5N 1P2.

1986

MAY 22 - JUNE 1 – AMERIPEX '86, International Philatelic Exhibition under the patronage of the F.I.P., O'Hare Exposition Centre, Chicago, Illinois. Canadian Commissioner: David Dixon, P.O. Box 1082, Oakville, Ontario L6J 5E9.

JUNE 6-8 – PIPEX '86, 46th annual exhibition and bourse of the North West Federation of Stamp Clubs at the Empress Hotel, Victoria, B.C. Information: Anthony Bunting, P.O. Box 6537, Station "C", Victoria, B.C. V8P 5M4.

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PRESIDENT'S PAGE

by

Beverlie Clark

Over the past few months many of the stamp periodicals have made mention of the return of the stamp market, from the artificially stimulated investors' market of the past few years, to a collector's market once again. It is also common knowledge that a number of the investors seemed to have missed out on their aniticipated gains, mainly because they were not knowledgeable of the items purchased. Many of the investors were not philatelists interested in the collection or study of philately - only in the monetary gains, and therefore were buying the expertise of the investment companies.

Collectors would be wise to learn from the investors' errors. Collectors should always try and learn all they can about their collecting interests. As we all know, stamp collecting is the greatest hobby of all. It is fun, relaxing, educational, and a great personal pleasure. But all of these qualities will be enhanced with the study of the items.

However, most collectors are not aware of the amount of literature available or how to find information to assist them with their hobby. One of the best ways for collectors to find out about just what is available is to meet other collectors. And, of course, the pleasure one obtains from their stamp collecting hobby will be increased enormously if they share their hobby with other collectors.

The way to meet other collectors is to join a stamp club or philatelic society and to visit stamp exhibitions. Every province in Canada has one or more local clubs (many are Chapters of our Society), and almost all local clubs hold exhibitions each year. As well our own Society's national exhibition (Canada's major philatelic exhibition) is held each year in a different area of our country to allow all collectors, wherever they might live, to attend and enjoy.

We should encourage our non-member collector friends to join a club or society and to attend exhibitions whenever possible. In so doing, the many "lone wolf" collectors, as they are referred to, will find another whole world of interest or by finding out how to obtain information regarding their own interests.

If possible, plan to attend our convention this year in Quebec City, and encourage a non-member friend to attend with you. In this way you will be assisting your non-member friend to further enjoy his hobby, as well as assisting the host club which counts on a high attendance figure to make the whole effort of many hours, weeks and months of work in organizing the event a success.

Quebec City, as I have mentioned before, is a wonderful city to visit. It is a tourist's delight - steeped in picturesque history of the early days of Canada. This year is a special year of celebration for Quebec. Quebec is celebrating the 450th anniversary of Jacques Cartier's historic first voyage to Canada. As well, on June 25 Quebec City will be greeting the arrival of a majestic fleet of tall ships, comprising over fifty sailing vessels from around the world. The six-day visit of this flotilla will be the focal point of a stamp to be issued May 18, the opening day of our convention.

To go along with my statement of learning more about your collecting interests and sharing your knowledge with other collectors, why not pass on this information gained. Our publication is just for that, and our editor is always looking for articles, on all aspects of collecting, about all countries of the world. Short articles or longer in-depth studies, all are welcomed. The editors of all such publications do not write the articles published. They rely on the members to assist in making the publication an interesting and informative one. Items

and/or articles are always needed. The more the editor has to fall back on, the easier his job is made. Remember, the editor is a volunteer officer of the Society who spends many hours of his own free time putting together each issue of our publication. Can't you as a member give an hour or two of your time to pass on information you have obtained through your collecting interests. □

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Highlights From The Early Days of The Cunard Line

by J.C. Arnell, RPSC 8170

XXVI. Harnden & Co. and the Cunard Line

From the annual reports of the U.S. Postmaster General, it would appear that at first the regular arrivals and departures of the Cunard steamers at Boston had no impact on the postal service. In fact, it was another matter altogether which led to a reference to the steamers in the 1841 Report.

Early in 1839, Harnden & Co. established an express service for packages between Boston and New York, and within two years there were similar services by Harnden and others between many of the principal cities in the northeastern United States. This led inevitably to the use of these services by individuals and companies for the transportation of letters, which were made up in packages and handled at much lower rates than regular postage, and often more expeditiously. This became a matter of such concern that S.R. Hobbie, First Assistant Postmaster General, was directed to investigate the situation. His findings were submitted under date of 30 November 1841.

His report confirmed that the various companies carried a considerable volume of letters and newspapers, thus depriving the U.S. Post Office of thousands of dollars annually. However, it also highlighted the Harnden express as the one service that was operated to the benefit of the Post Office. Nathaniel Greene, the Boston postmaster, together with prominent Bostonians, had been instrumental in having Harnden & Co. made an official mail carrier under contract between Boston and New York soon after the service was begun. At Hobbie's request, Greene produced a statement on the Harnden operation, and the pertinent parts were included in his report.

As some sections relate to foreign mail, these are quoted from the 1841 PMG's report (pp.452ff).

By the time that the **Britannia** arrived at Boston on her maiden voyage in July 1840, Harnden had established such a reputation that "on the establishment of the Cunard English steamboat line, Mr. Harnden's reputation for enterprise and honesty attracted the attention of the proprietors of that line, and he was offered the **exclusive** agency of the line for the management of its freighting business, which, though confined to light goods and small packages, is yet very considerable in the aggregate, and lucrative. On all freight forwarded by the English steam packets, Mr. Harnden receives a commission of 10 per cent. This arrangement rendered it necessary for him to establish a branch of his house at Liverpool; and out of this has arisen another branch of business, which he is enabled to carry on, much to the convenience of the public and his own advantage - I mean drawing bills of exchange, in small sums, for the accommodation of emigrants and others. I understand that he now draws, in this way, bills to the amount of from $10,000 to $20,000 for each packet; and even our merchants are beginning to apply to him for accommodation of this kind ... By the foregoing you will see that the carrying of letters was no part of Mr. Harnden's original intention, and can now form, under any circumstances, but an inconsiderable item of his business."

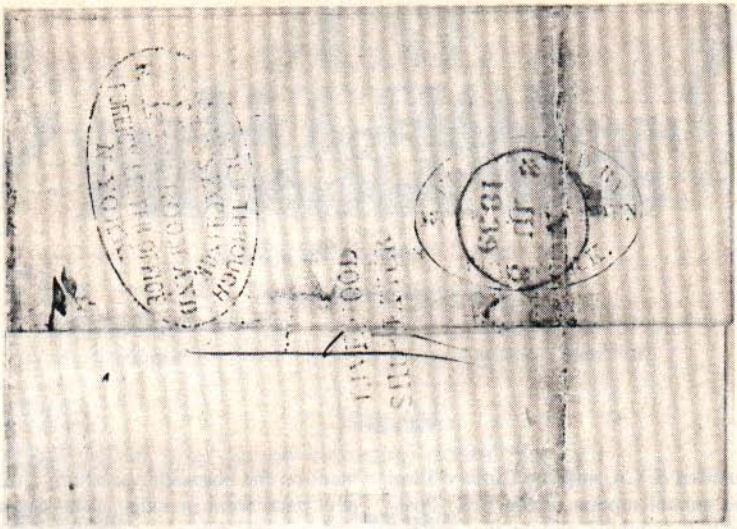


Fig. 1. Letter from New York dated 9 May 1839. Handled by two New York forwarding agents - GILPIN'S EXCHANGE READING ROOM AND FOREIGN LETTER OFFICE and MEYER & HUPEDEN. The latter probably arranged its delivery to the next American sailing packet for Liverpool, where it was entered as a Ship Letter and rated 1/7 Stg. postage due, made up of 8d. ship letter fee and 11d. inland postage to London. Dated at London 8 June.



Fig. 2. Prices current from London dated 18 June 1841. Packet postage to Boston of 1/- Stg. prepaid. Arrived by the ***Britannia*** *from Liverpool on 19 June and arrived at Boston on 3 July. Datestamped at Boston on 6 July and turned over to Harnden's Express, who handstamped it and delivered it to New York.*



Fig. 3. Letter from New York dated 30 April 1842 with enclosure. Double inland postage of 37 1/2 cents to Boston prepaid. Datestamped at New York on 30 April. Carried by Harnden and Co. Express to Boston as an official mail carrier and delivered to the ***Britannia,*** *which sailed on 1 May and arrived at Liverpool on 15 May. Rated 1/-Stg. packet postage due.*

Greene then reviewed the earlier practice of collecting foreign letters at "coffee houses" and showed how Harnden got involved, and was subsequently appointed a mail carrier by the Post Office. "From a time whereof the memory of man runneth not to the contrary, there have existed in Boston, New York, and probably the other maritime cities, what have usually been called **foreign letter offices,** generally kept by the keepers of the news rooms in the respective cities, who assumed the business of receiving letters to be forwarded to foreign countries by sea. These letters were despatched by a vessel sailing directly from the port where the letter was originally deposited, or sent by mail to some other port, whence a packet or other ship was about to sail. When such a letter was to be sent direct from the same port, a small compensation was charged for the trouble. When to be sent by mail to another port for despatch, then the amount of postage was charged in addition, and paid into the **post office** by the keeper of the **foreign letter office.** This is the system which has always been practised, and from which no detriment to the revenues of the Department has ever arisen; but there was a defect in this system, detrimental to the merchants. The packages of letters sent by the keepers of the foreign letter offices (say from Boston) would be sent by the very last mail previous to the sailing of the foreign packet from New York, and would arrive there but a few hours previous to the sailing of the packet; and it would often happen that the mail would not be assorted in season for the letters to be put on board, or that the packet agents (to whose care they were directed) would forget to send to the post office at the last moment; so that, from one or the other of these causes, the whole budget would often have to lie over until the sailing of the next packet.

The frequency of these occurrences led many of the merchants to send their letters by such

of their friends and acquaintances as happened to be going to New York on that day, and thus a large portion of the foreign-letter business was gradually withdrawn from the mail. On the establishment of Harnden's express, a sure means of securing the forwarding of these letters presented itself, in the person of his agent, who could immediately, on his arrival in New York, repair on board the ship and deposit the letters in the hands of the captain; and Harnden was constantly importuned to take them. Under these circumstances, Harnden communicated the facts (through me) to the Department, and the final result was an arrangement, by which he was appointed a mail carrier, gave bonds, and took the oath. By this arrangement he received the foreign letters from the merchants, put them up in parcels directed to himself in New York, brought them to the office and paid the postage on them; they were then mailed for New York, put in a separate bag, with a separate way bill, locked with the postal office lock, and the bag confided to the hands of Harnden, to be conveyed to the New York post office. On his arrival there, the bag was immediately opened, its contents delivered to Mr. H., according to the direction, and he immediately repaired on board the packet.

"By this arrangement the objects of all parties were accomplished. The Department got the postage; the merchants were assured of the certain conveyance of their letters, even into the cabin of the ship; and Mr. Harnden got a reasonable compensation for his trouble. This arrangement was originally one of my suggestions; it has brought thousands of dollars into the treasury of the Department, which otherwise would never have found their way there; and, to this day, I can see no objection to it. The establishment of the English mail by the Cunard line, has since somewhat modified the details of this business, and partially changed its direction; but, were it not for wearying you with a letter too long to permit a hope of its being read, I could show you, conclusively, that Mr. Harnden's services are now as conducive to the interests of the Department, and to the public accommodation, as they previously were. I will give just one illustration. The postmasters cannot receive money for European postage; they have no means of transmitting the money to Europe, and of sending the letter as a **paid** letter. Now, many people who write, **on their own business,** to persons in England and on the Continent, being unwilling to tax their correspondents with the expense of postage, desire to pay through; and many



Fig. 4. Letter from Boston dated 1 November 1843. Forwarded directly to the Cunard steamer by the Harnden & Co. Letter Office without reference to the Boston post office. Carried by the ***Hibernia*** *from Boston on 1 November and arrived at Liverpool on 14 November. Rated 1/-Stg. packet postage due.*



Fig. 5. Letter from Philadelphia dated 6 January 1842. Forwarded by Harnden & Co. directly to the Cunard steamer at Boston, apparently outside the U.S. postal service. Carried by the ***Britannia*** *from Boston on 1 February and arrived at Liverpool on 14 February, where rated 1/- packet postage due.*

who write to friends or poor relations desire to do the same thing. Mr. Harnden enables them to do this. A person in Philadelphia, wishing to pay the American, English, French, and German postage on a letter to Vienna, can pay the same to Mr. Harnden, and the letter will go free of expense of the recipient. Mr. Harnden will pay the postage from Philadelphia to Boston; at Boston he will enclose it, with others of the same kind, to his partner in Liverpool, and that partner will pay at Liverpool the postage to its place of destination. This arrangement has already been found to be of great public convenience, and to deny him the privilege of doing so would be to deny the public a facility for which it is not in the power of the Department to furnish a substitute."

Of the Adams & Co. express, which also operated between Boston and New York, Greene could only comment that "it may be sufficient for me to say that, while he subserves **his own interest,** the Department derives but very little advantage from his exertions." Of the small companies on other routes, who all carried letters, he believed most would be glad "to act legitimately under the authority of the Department." Hobbie concluded his report with the recommendation that Harnden continue to be a contract mail carrier and that the same form of control be extended to the other expresses.

Although the only interest here is in the relationship of Harnden & Co. with Cunard, note should be taken of the actions resulting from Hobbie's report. On the advice of the Attorney General, charges were filed against Adams & Co. under the postal acts of 1825 and 1827, but the company was acquitted in November 1843 on the grounds that the existing laws were inadequate. Although the Postmaster General continued to call attention to the loss of revenue through the expresses continuing to carry letters, no action was taken to tighten the law.

There was a view that the reduction in the postal rates by the Act of 1845 would make the private postal service unprofitable. However in his 1848 report the Postmaster General stated that "the business...between the principal cities is continued with much activity, and the revenue seriously impaired by it. In a recent number of the Pathfinder, published in Boston, the names of 235 cities and villages are given, which are regularly supplied by express men with packages from that city, and most of them doubtless conveying letters regularly out of the mails."



Fig. 6. Harnden & Co. bill of account dated 27 March 1846, reflecting its role as the Cunard freight agent.

The subject was not mentioned in the next report, so perhaps it was finally brought under control, although the law was not changed, or perhaps the Postmaster General just gave up! □



Fig. 7. Letter from Boston dated 20 January 1850. Handed to Harnden & Co., who took it to New York in a large package addressed to Harnden & Co., Liverpool. Carried by the ***Canada*** *from New York on 23 January and arrived at Liverpool on 4 February. Struck "PAID TO DESTINATION" by the Harnden Liverpool office and mailed with 6d. Stg. postage prepaid to Paris. Struck "PAID" in* ***red*** *at Liverpool on 4 February, together with a "PD" in an oval and an illegible additional "PAID". In the upper right is a "15" in blue crayon – a French rate mark.*

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Errors and Varieties on Canadian Semi-Official Airmail Stamps

by Murray Heifetz

Over the years, several articles have been written in various philatelic publications relating to varieties in a particular stamp of the group known as semi-official airmails. In addition, there are at least 4 catalogues (Canada Specialized, Scotts Canada Specialized, Sanabria, and Holmes) which list most major varieties known at the time of catalogue publication. It is the opinion of this writer that very little attention has been paid to this group of stamps as a whole from the perspective of varieties, and that current catalogue listings are merely a repeat or pickup from some previous publication - going back to some of the originals such as Morgan's or Jarrett's publications in the early 1930's. This article is an attempt to bring it all together and update our knowledge. Since most of the data comes from my own collection, it is obviously limited. Additions and corrections from all readers will be welcome so that we can eventually have a complete picture of this complex study.

A study of this nature requires a clear definition of terms so that categories can be properly established.

Error:- This term will be used for a variation in the basic stamp design that was unintentional.

Plate Variety:- This is a variation caused by a flaw in the printing plate that could be due to several causes. We will only use those varieties that are repetitive in many sheets and are not isolated flyspecks or blobs of ink from a dirty plate which appear only once. We differentiate these from Errors insofar as they do not really change the basic design.

Overprint Error:- This refers to variations in colour, spelling, or position of an overprint applied to a basic stamp.

Separation Varieties:- Most stamps were printed with a set perforation type. Some were printed in strips partially imperforate. There are some cases of variation in perforation or complete imperforates.

Colour and Gum:- There are very few established gum differences, but there are some. In addition, a number of stamps have very distinct shades, so much so that they should be considered a variety. The combination of shade and gum difference suggests a separate printing but this is frequently hard to establish without further verification.

Paper:- A few stamps have different papers or paper thicknesses. This can perhaps be associated with gum and colour variation for different printings. There are also reports of colour and paper variations picked up from one catalogue to another (Cherry Red) which have never been substantiated.

Before going into a detailed examination of the individual stamps, the question of plate varieties might be reconsidered. The current practice among cataloguers, dealers, and auctioneers is to place a premium value on certain better known plate varieties, i.e. the bro-

ken C of the first Commercial Airways issue, the "A" flaw on the Cherry Reds, the Rosette variety on the Jack Elliotts, etc. The fact is that these sheets can and have been plated with almost every stamp in the plate having its own distinguishing mark. The catalogued varieties appear no more or less frequently than the others and have exactly the same scarcity as any other position. Except for past practice therefore, or collector preference, there is no real justification for added value to these stamps. As in the case of all plate varieties, they are useful in helping those collectors who wish to trace through plating the printing history of the stamps.

Since much of the material forming part of this survey is available elsewhere and is quite detailed, only the reference will be given here. We will try and restrict the current copy to new or supplemental data.

For a basic listing which is as good as any in present publication, the reader is referred to the Canada Specialized. There are a few corrections which will be referred to later.

Laurentide Air Service (CS 6 and CS 7)

These stamps were printed in green and, later, in red. The second green and first red issue were printed roulette in panes of two and combined in booklets of four panes each. Both the green and red in these booklets comes in two shades, ie. a dark shade and a lighter shade suggesting two printings. This is supported by different printing on the back of the booklet cover for the two different printings. One reference I have suggests a printing date for the light green as September 5, 1924 and for the dark green as September 9, 1924.

Jack V. Elliott (CS 11 and CS 12)

The stamp was printed in a sheet of 16 with two rows of four facing each other in a tête-beche position and with a gutter in-between the two panes of 8. They are more commonly found in the panes of 8. Each pane is made up of two settings of four cliches each. The right four and left four are identical. Each cliche can be identified by the design at the right end of the line under the words "Jack V. Elliott". These are, respectively, a dash, a dot, a rosette, and a bent leaf.

CS 11 has two additional variations. There is a plate variety consisting of a white patch over the "R" in the world "Service" in stamp #8 of the pane. This does not appear in all panes. There is also a shade variety. While the red and yellow appears in various shade distinctions, there is one specific colour with a bright carmine and a much lighter yellow.





Elliott Fairchild Air Service (CS 13)

This stamp, although for a successor airline, was printed from the same basic plates as CS 11 and hence has the same four variations.

Elliott Fairchilds Air Service (CS 14)

Shades:- The basic colour is a blue with a yellow, swastika design background. There is a distinct shade with a deeper blue and a



very light yellow background with the swastika design hardly visible.

Plating:- Four of the 8 plate positions can be determined by heavier blue inking at the top of the wings and maple leaf at the top of the stamp. Stamp #1 has heavy shading on wing tops. Stamp #2 has shading at the wing tops and at the maple leaf plus a break at the left of the top frame. Stamp #5 has shading, a little shorter than 1 and 2, beside the maple leaf; stamp #8 has shading at the top of the right wing only. The other four cliches have no visible distinguishing mark. From a pane position however, there can be further distinguishing since the yellow sky of the bottom four stamps frequently spills over into the bottom of the top four, whereas the bottom four have only white below the design.

Elliott Fairchild Air Transport Ltd. (CS 15)

Shades:- Light red and dark red. There are also fine perfs. and large perfs. Morgan states that the paler colour was an early printing with large perfs and are the stamps usually found on cover. The deeper shade with fine perfs is found on later covers and are part of the mint remainders when the company folded.

Plate varieties:- The stamp came in a vertical pane of five cliches. From the top, stamp #2 has a white dot to the right of the "2" in the right hand "1926". Stamp #4 has a white dot over the "0" in "Elliott". Stamp #5 has a white dot before the "E" of "Elliott" in the light shade. It does not appear on all stamps of the dark shade. Because the top and bottom of the pane are imperf., these varieties together with the perf. or imperf. tops and bottoms can locate all 5 pane positions.

This stamp is also interesting in that there are pronounced double prints or impressions on either the left or right side (but not both at the same time) of the inscriptions. Perhaps some printing expert can offer an explanation.

Patricia Airways & Exploration (SC 18 - CS 35)

This stamp has been studied in detail by a number of people. The most comprehensive write-up is that by Trelle Morrow and those who wish more detail than in the catalogue are referred to this study which was published and sold as a separate item.

There are three major design errors. (1) the inverted airplane (2) the small "t" in the word "TO" in the inscription on the yellow perf. series and (3) the "Lookott" instead of "Lookout" in the green paper series. Other than these almost all the remaining variations are found in the separations, some few colour shades, and a vast number in the various overprints. Misplacements such as the "grounded plane" are considered errors by some and are high priced.

Western Canada Airways (CS 36 & CS 37)

Students of this issue are referred to the superb history of the airline by Ken Molson. There is little reference to the stamp and errors but it is otherwise indispensable for overall flights and routes. The Canada Specialized refers to imperf. horizontal pairs but these are also found in vertical pairs.

CS 36 Shades:- There are two distinct shades. There is a basic red and a pale rose or salmon shade. There is also reference to a pink shade with thicker paper than the other two. There are two gum colours as well but these have not been studied adequately to properly assign a category.

Yukon Airways (CS 39)

This stamp was printed in sheets of 100 (10 x 10) which were subsequently guillotined into vertical strips of 10 and bound into a booklet with 10 strips of 10 to a booklet.

Shades:- There are shades from dark blue to light blue.

Plate Varieties:- The most popularly known variety is the dot beside the "I" of "Airways" creating the impressing of an "ArR".

This is found in Stamp #6 from the top of the strip of 10. However it is not in all strips. I have one complete booklet of 10 strips and it does not appear in any of these.

There are two other plate varieties not recorded in the literature and I have not been able to trace their frequency or plate position due to the scarcity of sheets of the Yukon stamp. One is a "Degree" or "small circle" over the "A" of "Exploration". The other is an extension of the right vertical side of the "N" of "Cents" into the blue base of the design. On all my copies of the degree variety, the extended N also appears but the reverse is not



true. The remarkable part of these varieties is that all my copies appear only on covers addressed to Miss M. Bremner on either the Whitehorse - Telegraph Creek or the Whitehorse - Champagne Creek covers. They do not appear on the covers in the reverse direction or on covers for the same flights addressed to anyone else, even when obviously sent by the same party who sent them to Miss Bremner. As these two flights are later dates, there may have been a later printing.

Klondike Airways (CS 43)

Shades:- There is a dark blue and a light blue shade.

Commercial Airways (VIA AIR - CS 44 & CS 45)

Gum Varieties:- In a report in BNA Topics January 1977, all issues of the Commercial Airways stamps were reported to have both white and yellow gum.

Separation Varieties:- The catalogue refers to CS 44 in imperforate condition. This writer has never seen such an item or found any copy in auction, literature or elsewhere. Its existence is doubtful. CS 45 is found in sheets of 10 with an extra diagonal row of perforations.

Plate Varieties:- Although many of the positions in the sheet of the VIA AIR issue can be determined by the sides which are imperforate, only four positions have actually distinguishable constant plate varieties. These appear on both CS 44 and CS 45.

Stamp #2 - broken "C" in "Commercial"

Stamp #3 - dot above "y" of "Airways" and broken frame to left of the left side "Via Air" oval

Stamp #4 - small faint degree (circle) under "o" of "Commercial"

Stamp #10 - degree under "A" of "Airways"

Shades:- There are various shades from grey to deep black.

Commercial Airways (AIR FEE - CS 46 & CS 47)

Catalogue errors:- The catalogue refers to CS 45 as an "Air Fee" issue. It should be a "Via Air" issue. The catalogue refers to a "Broken C" variety in the Air Fee issue. This does not exist.

Plate Varieties:- There are many more plate varieties in the Air Fee issue than in the Via Air issue. This issue has been written up in the Canadian Philatelist in 1972 by the author.

Shades:- The black has shades from light to deep black. The orange has great variation in shades and can actually be distinguished as pale, dull, pale dull, and deep.

Cherry Red Airline (CS 48)

Papers:- There is much controversy over the reported existence of a small issue on yellow paper. The stamps are normally white paper. The Smith/Jarrett catalogue reports a "yellow issue" of 110 stamps. A 1976 paper by Richardson/Sanguinetti/Rosenblat suggests a trial sheet of 200 stamps. They report the vertical gutters as 4-4 1/2 mm. between stamps compared with 3-3 1/2 mm. on the normal sheets. They also report rough irregular perfs. on the trial sheet instead of clean, clear perfs. on the normal stamp. To date, as far as this writer is aware, no clear examples of the yellow paper have been available in auction or for exhibit.

Plate Varieties:- The printing sheet consisted of four panes of 50 cliches each. The panes had two different plate settings. Each plate setting had ten distinguishable markings. We designate these as plates A and B. Richardson suggests that there are three panes of the A layout to every B. A reproduction of the layout is attached.

Canadian Airways (CS 49 & CS 50)

Paper and Gum:- There are two different printings of CS 49, and possibly CS 50. CS 49 has a pale blue shade with yellow gum and a deeper blue shade with white gum.

Overprint:- In addition to the inverted and double overprint on CS 50 shown in the catalogue, there is also an overprint with a purple handstamp.

Plate Layout of Cherry Red Airline Ltd.

The sheet is divided into four panes of 50 stamps each. Pane consists of 10 vertical cliches of 5 stamps each. These are identified by constant plate varieties. Some varieties are major, others are slight, but all are constant. There are numerous other varieties of red, black or white spots, etc., but as these are not constant nor related to the study of the plate layout they are not listed here.

Cliche - Type I

"A" Break in frameline below "R" in "AIR-LINE".

"B" Small white spot or identification in background below "A" in "AIRLINE".

"C" Small break in bottom frame line below 1st leaf at the left.

"D" Along left frame line opposite center leaf is short dash below it a small break in frame line.

"E" As in Stamp "D", a short dasy, but no break in frame line and center leaf has faint trace of a stem.

Cliche - Type II

"a" Small white spot above 4th leaf in left vertical row of leaves.

"b" The "A" in "AIR" of "VIA AIR" has pointed crossbar.

"c" Small section of left frame line is twisted opposite the center leaf.

"d" In top outer frame line above "RED AIR" are two small breaks and black dot.

"e" In right circle around "10¢" is a break below the "1".

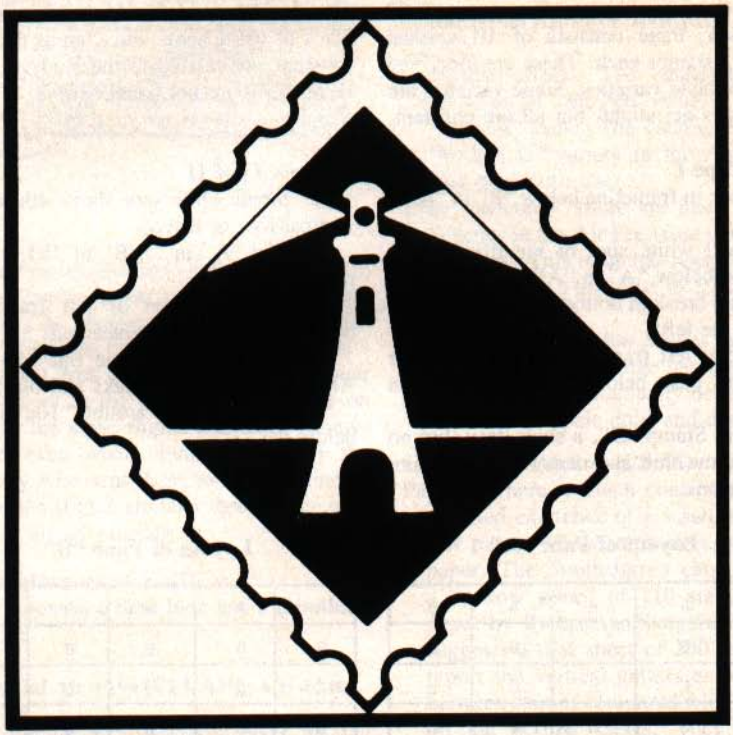
Layout of Pane "A"

a	A	a	A	a
b	B	b	B	b
c	C	c	C	c
d	D	d	D	d
e	E	e	E	e
a	A	a	A	a
b	B	b	B	b
c	C	c	C	c
d	D	d	D	d
e	E	e	E	e

Layout of Pane "B"

A	A	a	A	a
B	B	b	B	b
C	C	c	C	c
D	D	d	D	d
E	E	e	E	e
A	A	a	A	a
B	B	b	B	b
C	C	c	C	c
D	D	d	D	d
E	E	e	E	e

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Canada Mourns Her Monarchs

by C.R. McGuire



Fig. 1. The original is multi-coloured, copyrighted and "Printed in England" on heavy card stock. The edges are bevelled and silvered; a very fine mourning souvenir card.

Although less evident today than at the turn of the century, Canada's connection with the British monarchy is nevertheless still well-known and recognized. Philatelists are probably more aware of this fact than most people because it has been traditional for the monarch's vignette to appear on our postage and revenue stamps. Beginning with the issues of the Provinces and later those of the Dominion of Canada, the reigning monarch was featured predominantly on the majority of definitive issues. However, since 1972 Her Majesty Queen Elizabeth II, has only appeared on the definitive stamps intended for the first-class letter rate and on three commemorative stamps – two for the 1973 Royal Visit, the other recognizing the Silver Jubilee of Her Majesty's accession to the throne. This article concern-

ing Queen Victoria is the first of several which will consist of a list of the postal issues of British North America depicting our deceased monarchs, with a few facts about each emphasizing the Canadian-related aspects of their lives, something I have often thought would be a useful reference. I will end with the main theme of the series – to show how Canadians observed the practice of mourning the passing of a monarch through the manufacture and use of special stationery and postcards.

The use of mourning stationery by the general public reached its peak of popularity during the Victorian era. It began to wane during the Edwardian period and all but ceased to be used following the First World War. Use by both federal and provincial governments appears to have ended with the demise of George V, at least I am not aware of any stationery mourning George VI. Should any readers have examples I would like to hear from them.

Conversely, while there are few philatelically-inspired pieces for Victoria and Edward VII, there are many for George V and his namesake son. Edward VIII, the uncrowned king, did not die until relatively recently and the only pieces recognizing his passing are understandably, blatantly philatelic.

INTRODUCTION

Important improvements like vaccination, better housing, hygiene and nutrition have greatly lowered the mortality rate among many nations. As a consequence premature death is not omnipresent as it was in the eighteenth and nineteenth centuries. The Victorians in particular seem to have been greatly pre-occupied with death and the hereafter, substantiated by the ostentatious appearance of their cemeteries.

Death has an etiquette of its own, accompanied by the impressive array of eleborate mourning cards and black-edged stationery. Black-edged quarto sheets with copperplate printed intimations of death and funerals were commonplace until the 1880's when they gave way to court-sized cards with tasteful symbols of death and mourning, embossed in white against a black background. This practice disappeared during the First World War probably because death became an all too familiar occurrence.

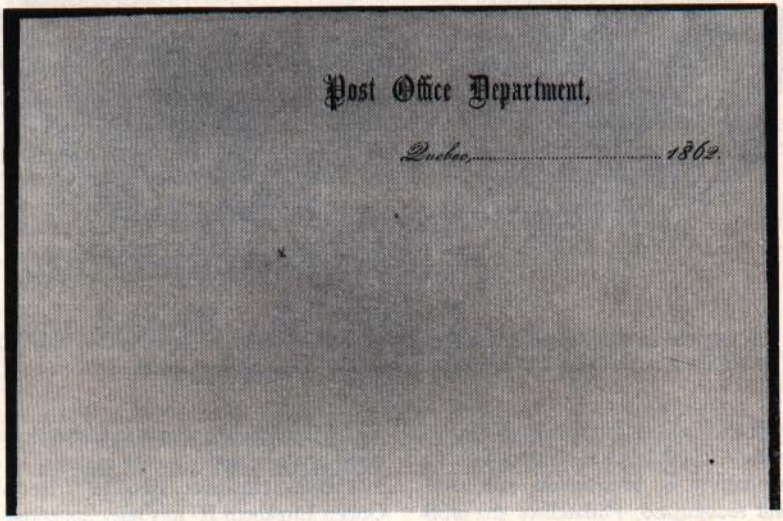


Fig. 2. Letterhead portion of a double-fold sheet of Province of Canada Post Office stationery mourning the death of Albert, Prince Consort who died on 14 December 1861. This is the earliest piece of Canadian official stationery, of which I am aware, intended to mourn Royalty. Each sheet is watermarked with eight rows (25mm each) of 1.5mm wide lines similar to those on the laid paper used for the Canadian pence issues.


THE EVENING JOU

VOL. XVI—NO. 37 OTTAWA, TUESDAY, JANUARY 22, 1901

Her Majesty the Queen Has Crossed the Ba

The End Came at Cowes Late This Afternoon

She was Surrounded by all the Royal Family.

She Passed a Good Night and Enjoyed Some Tranquil Sleep but Became Worse This Morning and Gradually Sank

LONDON BULLETIN—The Queen has just passed away.

COWES, January 22—4 p. m.—The end is very near. The Prince of Wales has not left the vicinity of the Queen's bedroom since 9 a. m. Emperor William and all the royal family are near Her Majesty's bedside.

HER MAJESTY, THE LATE QUEEN.

Fig. 3. Negative print of a portion of the front page of the 22 January 1901 Ottawa ***Evening Journal*** *announcing "Her Majesty the Queen has Crossed the Barrier".*

The decorum concerning mourning also involved special articles of clothing, from crepe bands on headgear to the fashion for jet jewelry. Brooches and pendants containing locks of hair from the dear departed were also much in favour, and even hair jewelry itself, plaited from the tresses of the deceased. In more recent years mourning for national and international celebrities has assumed a more commercial aspect, with memorial items ranging from stamps and coins to medals, rack plates, figurines, pendants, and memorial publications and periodicals.

The collecting of mourning memorabilia known as necrology has become very popular and includes philatelic-related material. There is at least one excellent award-winning collection in Canada, formed by Dr. Fred G. Stulberg. Dr. Stulberg proves that one can make a very interesting collection from a rather morbid subject.

A BRIEF OVERVIEW OF QUEEN VICTORIA'S LIFE

Georgina Charlotte Augusta Alexandrina Victoria, Queen of Great Britain and Ireland, first Empress of India (1 May 1876) was born at Kensington Palace, London, on 24 May 1819, the only child of Edward, Duke of Kent, fourth son of King George III and Princess Mary Louisa Victoria of Saxe-Coburg-Gotha.

Victoria, in her own words, *"was brought up very simply"*, living the majority of her youth in the palace where she was born. Because her closest companions and mother spoke German, Victoria did not learn to speak English until she was about four years old. Princess Victoria was the first member of the Royal family to be vaccinated. She later would claim this as the first occasion she had to set a good example to her country. In Victoria's mind there were many more during her lifetime.

Upon first learning at the age of eleven that she would someday be Queen the Princess is reported to have commented *"I will be good"*. It was about that age that she began to keep a diary, which she continued to maintain daily throughout her long life, until a week before she died. After her beloved Consort's death, Victoria was to permit segments from her diary pertaining to the annual visits they had together to Scotland, to be published as **Leaves from the journal of our life in the Highlands.**

Early in the morning of 20 June 1837, Howley, the Archbishop of Canterbury and Lord Conyngham, the Lord Chamberlain, woke and informed Victoria of the death of her uncle, King William IV. This event (the subject of a well-known watercolour painting by Mary Gow) began what was to be the longest reign in British history – exceeding that of George III (1760-1820) by nearly four years. Soon after her Coronation, the Queen's advisors recommended she consider marriage. One of the candidates was her cousin Prince Francis Charles Augustus Albert Emmanuel Saxe-Coburg, whose father was Ernest, Duke of Saxe-Coburg-Gotha, a small German state. In mid-September 1839, Albert visited London and Victoria immediately fell in love with him. Little time passed when on 15 October Victoria asked Albert, three months her





Figs. 4 and 5. Picture Postcards made in England.

junior, to marry her. They were wed in the Chapel Royal, St. James Palace, London on 10 February 1840. Like the proposal, of which there exists a contemporary lithograph by an unknown artist, this *"happiest"* event was recorded in a painting by George Hayter.

At the beginning of Victoria's reign the gambling, heavy drinking and sexual licence, which were common in aristocratic society, continued unabated. Although the aristocracy made every attempt to present a moral public face, they *"sinned"* in private. Nevertheless their habits and vices were well known and regularly featured in radical propaganda. Under Queen Victoria and Prince Albert the majority of the Royal family became quite righteous, and set an example which was followed in varying degrees throughout educated society.

As a result of the social unrest during Queen Victoria's reign, there were a number of attempts to assassinate or at least assault her. The first was in 1840 as she was driving in her carriage in London. The next two attacks were made the same year – 1842; the other unsuccessful attempts were in 1849, 1850, 1872 and 1882.

To recognize the bravery *"before an enemy"* of her *"dear soldiers"*, Victoria signed a Royal Warrant on 29 January 1856 which established a new medal, the Victoria Cross, a hitherto unheard of concept in military decorations. The sixth clause of the Warrant explains that it put:

"all persons on a perfectly equal footing in relation to the eligibility for the Decoration, that neither rank, nor long service, nor wounds nor any other circumstance whatsoever, save the merit of conspicuous bravery, shall be held to establish a sufficient claim to the honour".

At the first investiture in Hyde Park on 26 June 1857, Queen Victoria *"stooping from her saddle, fixed the decoration on the breasts"* of 62 officers and men. It was the first time that the Monarch had decorated officers and men at the same ceremony.

Lieut. A.R. Dunn (later Colonel) was the first Canadian to be awarded the Victoria Cross, the highest award for valour given in the British Commonwealth. Dunn received the medal for an heroic act during the Crimean War (1853-56).

Victoria proclaimed Albert her Prince Consort in 1857. Victoria's husband effectively became her private secretary, confidant and adviser. Albert was a source of immeasurable comfort and strength to Victoria. They also were not tardy in having their first child Victoria, the Princess Royal, who arrived on 21 November 1840 (died 5 August 1901). "Vicky" as she was to be known, married the Crown Prince of Prussia and was the mother of the infamous Kaiser William II. Victoria and Albert continued to have children regularly until there were nine, five daughters and four sons:

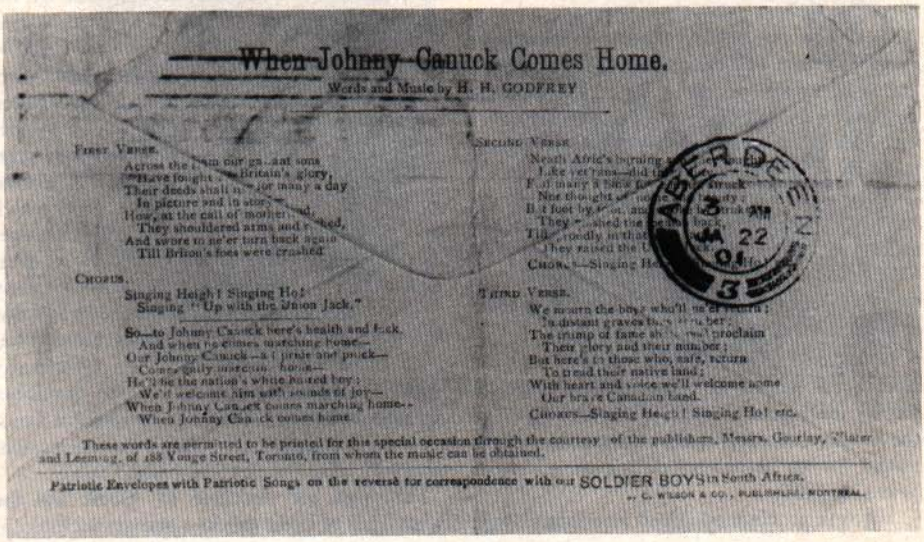
– Albert Edward, Prince of Wales (later King Edward VII), 9 November 1841-1910;
– Princess Alice, 25 April 1843-1878;
– Prince Alfred, 6 August 1844-1900;
– Princess Helena, 25 May 1846-1922;
– Princess Louise (she married the Marquis of Lorne and lived in Canada while he was Governor-General, 1878-1883), 18 March 1848-1931;
– Prince Arthur (as Duke of Connaught, he was Governor-General of Canada, 1911-1916), 1 May 1850-1942;
– Prince Leopold, 7 April 1853-1884;
– Princess Beatrice, 14 April 1857-1944.

Initially unpopular with the British, Albert had fine qualities. He was devoted to Victoria and had a genuine concern for public affairs. Albert's insistence on a moderate approach to the Trent affair (Confederate envoys were seized on the English steamer Trent by the Union Navy) was considered to have averted war with the United States in 1861. Sadly, Albert's work was not appreciated until after his untimely death from complications created by typhoid fever, at Windsor on 14 December 1861. Victoria was overwhelmed with grief by this loss, suffered a nervous breakdown and went into a period of mourning from which she never fully withdrew. Because Albert returned very ill after cleaning up one of their eldest son's indiscretions (there were many others before and after because Edward was quite a rogue), Victoria naturally blamed her heir for her husband's death. She never really forgave Edward, declaring that she would not be able to look at *"that boy"* without a shudder. As a consequence, she treated him rather shabbily until the day she passed away.

Through her marriage to Albert and the marriages of their children and grandchildren,



Figs. 6 and 7. There were a number of patriotic envelopes and picture postcards publicizing the Anglo-Boer or South African War. It was one of the many wars in which Britain was involved during Victoria's reign. This encounter was undoubtedly the most controversial, with world, as well as home opinion, divided over the affair. The British defeats caused Queen Victoria considerable worry and concern and she grieved for the slain, the bereaved and the wounded. Although Queen Victoria was at an advanced age, relatively frail and with failing eyesight, I believe this unfortunate final major event in her life contributed to her death. This envelope is included because it was mailed to Britain where it was received on 22 January 1901, the day Queen Victoria died and pertains to "The Soldiers of the Queen" for whom she was so concerned.



by the time of her death, Queen Victoria was connected with nearly every Royal House in Europe. An interesting thematic collection could be formed on this subject to show the relationship of the various Royal families to Queen Victoria.

Victoria tried to live as she thought Albert would like and his memory was never out of her mind. Whatever Victoria imagined would have been Albert's judgement, remained her ultimate criteria when making a decision. She arranged or supported many memorials to Albert including Royal Albert Hall, the Albert Memorial, and the Albert Medal for gallantry in saving life, to name but a few.

Throughout her life Victoria was greatly influenced by others. As a child it was her German governess Baroness Von Lehzen; then until he passed away in 1865, her uncle and first king of the Belgians, Leopold I; Prince Albert from her marriage until his death and indirectly afterwards until she died. Victoria also came under the influence of John Brown, her loyal Scottish servant, Sir Henry Ponsonby, her private secretary and many of her Prime Ministers.

By her Golden Jubilee in 1887 Victoria had become known as *"the grandmother of Europe"*. Through the intermarriage of her children and grandchildren with the Royal Houses of the Continent she was related to virtually all of them. This Jubilee saw great national rejoicing and the Queen began to enjoy wide spread popularity. By her Diamond Jubilee she was revered and almost worshipped from one end of her vast empire to the other. The celebrations completely eclipsed those of a decade earlier. They culminated in the Queen's visit to St. Paul's Cathedral on 22 June 1897. She was cheered by a vast throng of loyal subjects and wrote in her diary, *"I was much moved and gratified"*.

It may interest readers to know that it has been speculated that the Duke of Clarence, Queen Victoria's grandson and successor to Edward, Prince of Wales, was the notorious Jack the Ripper. He is believed to have murdered six London women during a three month period in 1888. There is evidence that after the last murder the Royal Family arranged for the Duke's accidental death by an overdose of morphine. Frank Spiering recounts this bizarre incident in **Prince Jack** published by Jove Books.

So much happened during Victoria's reign. Peace and war, great wealth and terrible poverty, gaslight and electricty; and science became man's slave rather than his master. Prominent figures arose from all walks of life, pursuing all types of endeavours to bring greatness to Britain. Victoria's domain grew and grew until it was so large, that it became a *"vaster Empire than has ever been"* and one upon which *"the sun never set"*. Throughout the period known as the Victorian era, the little Queen reigned as the dignified symbol of an expanding economy and of the continuity and stability of the British way of life. Before she died on 22 January 1901, at the age of eighty-one, Victoria had successfully elevated the monarchy, which had lacked the desirable qualities she brought to it, on to a pinnacle where it has since remained. When Queen Victoria passed away after a short illness at Osborne, her favourite palace on the Isle of Wight, a great era, rather than reign, had come to an end.

(to be concluded next issue)



Fig. 8. "In Memoriam"

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50th Anniversary of the First Airmail Flight in Western Canada

by R.K. Malott

An excited crowd at the Edmonton Fair Grounds cheered as a pert 105 lb., 27-year-old aviatrix, attired in a leather flying coat and goggles, climbed from a Curtiss JN-4 aircraft and handed a mail bag to two distinguished looking gentlemen. Thus ended the first airmail flight flown in Western Canada, the first airmail flight between Calgary and Edmonton, and the first (and only) airmail flight flown by a woman in Canada.

The date was 9 July 1918. The participants were Miss Katherine Stinson, a famous American Aviatrix, the Postmaster of Edmonton, Mr. George S. Armstrong, and Mr. W.J. Stark, the Edmonton Exhibition Manager.

Extracts from the Calgary Daily Herald for 8, 9 and 10 July, 1918, provide the background data for this event. Miss Stinson, who from 1912 to 1918 had become one of the world's most famous flyers, had come to Canada for special exhibition flying in Alberta. While in Calgary for exhibition flying at the Calgary Exhibition, special arrangements were made by the manager of the Calgary Exhibition, Mr. E.L. Richardson, the Postmaster of Calgary, Mr. G.C. King, and the Postmaster of Edmonton, Mr. George S. Armstrong, to have Miss Stinson fly official mail from Calgary to Edmonton. Public announcements brought in approximately 259 letters for carrying on the airmail flight. Postmaster King cancelled in purple ink all the submitted envelopes with a special boxed cachet reading "Aeroplane Mail Service, July 9, 1918, Calgary, Alberta".

The Curtiss JN-4 2-seater aircraft lifted gracefully from the Calgary Exhibition Grounds at 1:30 p.m. and hundreds shouted good luck. Miss Stinson, flying alone, used as her navigational map of the area, a page torn from a school book. As often happened, the frail aircraft developed engine malfunctions that forced Miss Stinson to land for emergency repairs at Beddington, Alberta on Hugh McDowell's farm on the Edmonton Trail seven miles from Calgary. Mechanics, informed of the emergency landing, rushed to the location, repaired the engine and had Miss Stinson airborne again at 6:00 p.m. At 8:03 p.m., Miss Stinson had successfully landed at the Edmonton Fair Grounds after two hours and five minutes of actual flying time and handed over the official government mail to Postmaster Armstrong.

"So what!" remark contemporary readers who are not really impressed by 1918 historical events. By observing and learning of the historical past in any activity, readers can compare the past with the present and deduce what exceptional technological and administrative improvements have been effected since 1918. Miss Stinson's courageous effort to fly from Calgary to Edmonton was an exceedingly unique undertaking back in 1918 when very few, if any, navigational aids were available, when the mechanical reliability of aircraft was doubtful, and when aircraft were still a major crowd attraction.

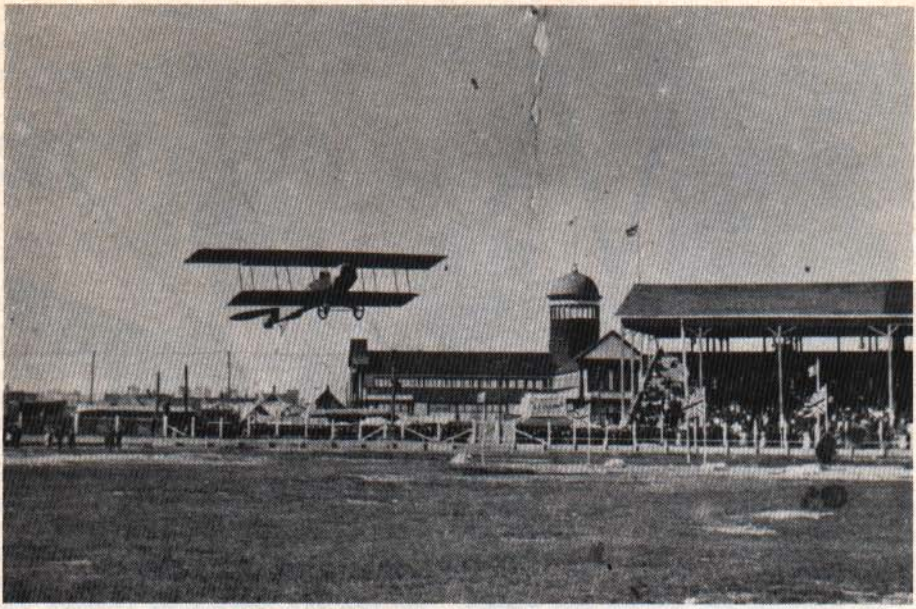
The estimated 259 envelopes carried over the 196 mile route at an average speed of 96



Katherine Stinson receiving the airmail for the first official airmail flight from Calgary to Edmonton, 9 July 1918. Left to right: Postmaster G.C. King of Calgary, pilot Katherine Stinson, and E.L. Richardson, General Manager of the Calgary Exhibition Board. (AH-284-5).



One of the 259 letters flown by Katherine Stinson from Calgary to Edmonton, 9 July 1918.



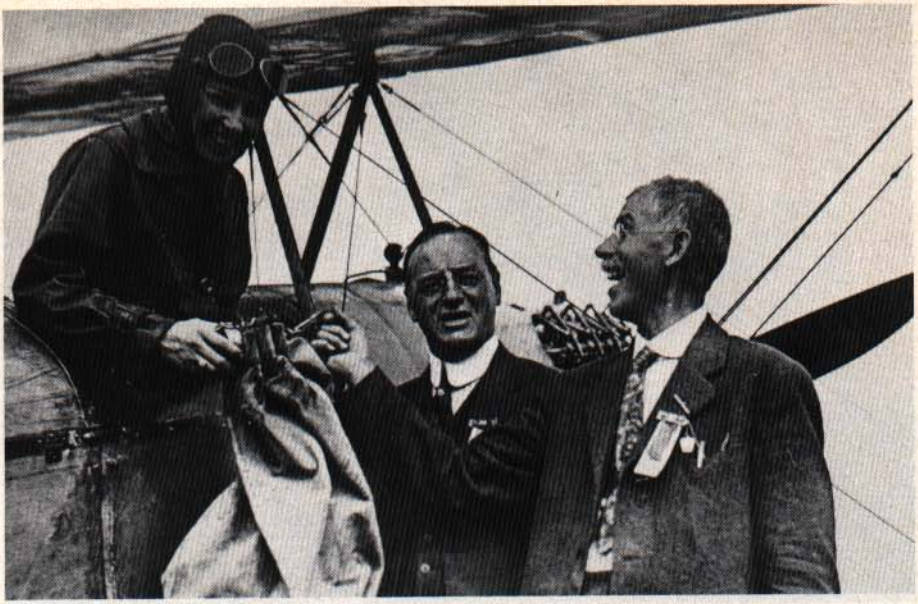
Katherine Stinson in a Curtiss JN-4 taking off with the first Western Canada airmail from Calgary to Edmonton on 9 July 1918. (AH-284-6)

mph were messages of greeting from various dignitaries of Calgary to their counterparts in Edmonton, and from private citizens anxious to have a momento of this aviation-philatelic event. The total actual flying time was two hours and five minutes. Despite the high-pitch interest in these envelopes on 9 July 1918, for some strange reason the location of most of these envelopes is not known. There must be several still in existence in Edmonton and Calgary homes. It is hoped that the owners appreciate their historic value and save them for posterity. Miss Stinson, later Mrs. M.A. Otero of Sante Fe, New Mexico, stated in 1959 when she visited the Edmonton Exhibition that she sent several envelopes as souvenirs to friends, but did not send one to herself.

Her sister Marjorie stated in 1961 that Katherine had a most remarkable aviation career in a very short period of time. She received the Aero Club of America Pilot's Certificate No. 148 dated 24 July 1912. Learning to fly at Chicago, Illinois, under the instruction of Max Lillie, Katherine soloed for the first time, 19 July 1912, in a Wright B. Biplane.

A partial list of Miss Stinson's flights include the following accomplishments:

a) The first woman authorized to carry U.S. Air Mail, from Helena, Montana on 23 to 27 September 1913. Official Air Mail Route No. 663,002.
b) The first woman in the world to loop-the-loop in a plane, at Chicago, Illinois, 18 July 1915. She also looped at Grant Park, Chicago, Illinois, 2 to 7 August 1915; and at Caro, Michigan State Fair, 13 September 1915.
c) The first woman to do night-sky-writing with fireworks, at Los Angeles, California, 17 December 1915.
d) The first woman to fly in the Orient when she made a six months' tour of Exhibition Flying in Japan and China, 1916 to 1917.
e) The first person to fly non-stop from San Diego to San Francisco, California, crossing the Tehachepi Mountains at 9,000 feet on 11 December 1917. This flight established a new endurance record of nine hours and 10 minutes.
f) She established two new records on 23 May 1918 when she flew a non-stop distance of 601.763 miles for a duration per-



Katherine Stinson delivers the bag of mail to Postmaster George S. Armstrong of Edmonton. Left to right: Katherine Stinson, W.J. Stark, Edmonton Exhibition Manager, and Postmaster George S. Armstrong. (AH-284-7)

iod of ten hours and ten minutes. A Curtiss plane with a 100PH Curtiss motor was used for this flight that began at Chicago, Illinois, and ended at Binghampton, New York. For this flight Miss Stinson received an Aero Club of America Award.

g) The first civilian (and first and only woman in Canada) to carry airmail in Canada, Calgary to Edmonton, Alberta, 9 July 1918.

h) Miss Stinson has many other notable flights to her record, and has received many other awards and decorations. On 25 June 1917, she assisted the Red Cross in raising funds for their campaign for $100,000.00. During WW I, she assisted as an American Red Cross Ambulance Driver.

After her Canadian tour, Katherine Stinson applied for a job flying with the U.S. Aerial Mail Service. Brushed-off by the superintendent of the U.S. Aerial Mail Service, Captain Benjamin B. Lipsner, she went directly to the Postmaster General's Office and not only got herself hired to fly the mail, but also had the authority to have a JN-4 rigged with the old two-stick-Wright-type control system in lieu of the standard joy-stick and rudder bar controls. She flew the Washington-New York City route with pilot Maurice Newton as her escort on 26 September 1918. Shortly after she resigned from the mail service having proved her point that women could do that job as well as men. She later went to England with Mrs. Harriman's ambulance corps, did some flying in the London area, and then went to France where she drove ambulances. After the war in late 1918 the pert Katherine Stinson's health broke down and she waged a six year battle with TB.

She regained her health but never flew again. In 1928 she married M.A. (Mike) Otero, a First World War airman and settled down to a quiet community-orientated life in Santa Fe, New Mexico. In 1959, she and her husband revisited Calgary for the fortieth anniversary of her famous air mail flight in Canada. In 1962 she suffered a stroke that left her in a coma for 15 years. On 8 July 1977, aged 86, Katherine Stinson, an outstanding woman of great accomplishments, died. She will always have a significant place in Canadian, as well as American aviation history. □

Postmarked OTTAWA

... HANS REICHE

A REGULAR FEATURE

Annually the Ottawa area holds a competition for all National Capital Region stamp clubs, six of which participated at this year's MINIEX. Only five to eight pages were required for an exhibit and judging was done on eye appeal, originality, continuity, minimal art work and text. This type of event, coupled with a speaker and an auction can certainly be recommended to other clubs, especially when many members are novices. The host this year was Amicale Des Philatélistes De l'Outaouais in Hull.

One of the previous MINIEX events had an interesting exhibit of 2¢ Small Queen stamps. Seven were major re-entries, each with similar doubling but all slightly different. The book on Canada Steel Engraved Constant Plate Varieties (1982) lists only one major re-entry from the Ottawa printings. Certainly more research is required in this area. Unfortunately even the best photos of such re-entries on the 2¢ are difficult to read and often only an additional description indicates clearly the areas where doubling occurs. Sketches are superior to photos but even these may not show all the features well.

European auction houses have recently introduced a 15% surtax on a successful bid – a raise of 5%! Although the strong Canadian dollar (and even stronger U.S. dollar) makes it attractive to bid in these auctions, the additional 5% will have to be taken into account. Many dealers are even predicting that 25% may be common before too long. The question is whether auction houses in North America will follow this trend?

Leo Beaudet, a frequent contributor to this journal, recently mentioned his concern about the many double-perfed stamps coming on the market, both sheet and coil varieties. Most of the sheet stamps are perforated by a comb perforator which means that both horizontal and vertical perforations are formed at the same time. Some sheet stamps have been noted with double perforations in one row only. Since this is impossible given the type of perforation equipment, it is suggested that such varieties are not genuine. It was also noted that some coil varieties have different sizes of holes and different hole spacings indicating that these probably have been "manufactured". Therefore great care must be taken when purchasing such material, especially when it is difficult to prove the authenticity of the stamp.

Mr. I Singer, a collector of modern varieties, suggests that some of the early so-called coil jumps are not jumps at all. Take for example the Admiral coils. One can find a strip in which one of the subjects is located higher or lower than the others. This appears to be a coil jump. But, when only a single subject shows this between two others which are aligned normally, is this a jump or not? Apparently not. The reason is that the original plate contained a subject which was misaligned. This may be due to a wrong entry or repair. Therefore it is not a coil jump in the true sense. But if one has a strip of three in which the last stamp is misaligned, then there appears to be no way of telling if this is a true jump or not. The very early Admiral coils came from sheets, cut up and pasted together. No jumps can occur, only misalignment. Later when coil plates were made, strips of 20 were pasted together to form the roll. But again no continuous printing of a coil strip or roll was made until much later in the stamp issue. Therefore we may have to accept that there are no real coil jumps in this issue, even though one can find misaligned coil strips. □

Canada Post Notes —

RECENT ISSUES



March 15, 1984

The first stamp issue of the year is a 32¢ value commemorating the 50th anniversary of Yellowknife in the Northwest Territories.

Contrary to popular belief, the word Yellowknife is not derived from gold, but rather, from the Copper Indians who were called Yellowknives by the early fur traders. The town has grown considerably since its beginnings as a tent camp in 1934 and in 1967 Yellowknife was proclaimed the capital of the Northwest Territories.

Symbolizing the growth of Yellowknife and its major industry, the stamp depicts the head frame of a gold mine rising out of the type of pan prospectors used in the late 1890's. Designed by Ken Hughes, the stamp was printed by six-colour lithography by Ashton-Potter on Clark paper.



March 23, 1984

The 50th anniversary of the Montreal Symphony Orchestra is featured on a 32¢ stamp issued on March 23.

One of the largest principal orchestras in Canada, it was founded in 1934 as the "Société des concerts symphoniques de Montréal" and is now officially known as the "Orchestre symphonique de Montréal". The conducting force behind the early success of the orchestra was Wilfrid Pelletier, whose name lives on in the main concert hall in Place des Arts in Montreal, home of the orchestra.

Created by Pierre Kohler with an illustration by Jacques Delisle, the stamp design shows typical orchestra members in concert, interspersed like notes among the five-line musical staff. The stamp was printed by five-colour lithography by Ashton-Potter on Clark litho paper in a quantity of 20 million.

April 20, 1984

Two identical stamps were issued on April 20, one by Canada and the other by France, commemorating the 450th anniversary of Jacques Cartier's first voyage of discovery to North America.

Cartier sailed from St. Malo on 20 April 1534 with two ships and 61 men, reaching the Gulf of St. Lawrence 20 days later. He landed at Gaspé where he erected a cross and claimed the land for the French king.

The central figure on the stamp is a stylized portrait of Cartier holding a clay tobacco-pipe. It also depicts a caravelle, similar to his flagship, named Grande Hermine; the cross he planted at Gaspé; the ancient shield of St. Malo (a guard-dog rampant) and the manor house he owned at Limoëlou, France.

The design is by Montreal artist Yves Paquin. However, the stamps, engraved by Claude Haley of France, were printed by France's national printer, Imprimerie des timbres-poste France on uncoated Zuber T06 230 regular white paper using dextrine gum. The stamps were printed using four-colour





steel engraving, general-tagged in a quantity of 22 million.

Special Products

The French version of the Cartier stamp is also available from Canada Post for the pegged-price of 32¢. Special Official FDC's are available with both stamps cancelled with their respective cancellations on the same cover for 95¢. France has also prepared a souvenir stamp pack (similar to earlier Canadian ones) which contains a block of four of each value for $4.95. Finally, France's Musée de la Poste issued a "Document Officiel", a 297mm x 210mm certificate bearing a steel engraving, a descriptive French text and both stamps cancelled for the selling price of $3.75. All products are available through Mail Order or philatelic counters only.



May 18, 1984

During the R.P.S.C. National Convention in Quebec City, a 32¢ stamp will be issued to mark the occasion of a visit to Canada of over 50 sailing vessels from around the world. The "Tall Ships" stamp will however, be launched at a site other than the R.P.S.C. convention.

The international fleet is expected to arrive in Quebec City by 25 June and no official reason has been given why the stamps are being issued on 18 May, more than a month early! Ships from several European countries will sail from Saint-Malo, France on 15 April to rendez-vous at a point off Brest for a race to Halifax with stop-overs in the Canary Islands and Bermuda. South, Central and North American vessels will join the fleet in Bermuda for the final leg to Halifax and Quebec City.

The striking and colourful stamp design is the work of O.K. Schenk, which features a dramatic aerial view of a Class A square rigged tall ship being escorted into harbour by a collection of smaller craft. Ashton-Potter printed the stamps in four-colour lithography.

Other philatelic items include a post card selling for 25¢ and a maximum card with the stamp actually affixed and cancelled. Also available is an enlarged colour reproduction of the stamp; the frame print, suitable for mounting in a 28cm x 36cm frame, selling for $9.95.

New Plates

The 32¢ Queen Elizabeth and 32¢ Maple Leaf definitives have been released with Plate 2 inscriptions. The reprints are on Harrison paper. The 48¢ artifacts definitive has also been released with a Plate 2 inscription to distinguish the fact that it has been reprinted on Clark paper. The original printing carried no Plate number as the stamp is printed by lithography and the Plate 2 inscription is thus meaningless from a printing point of view.

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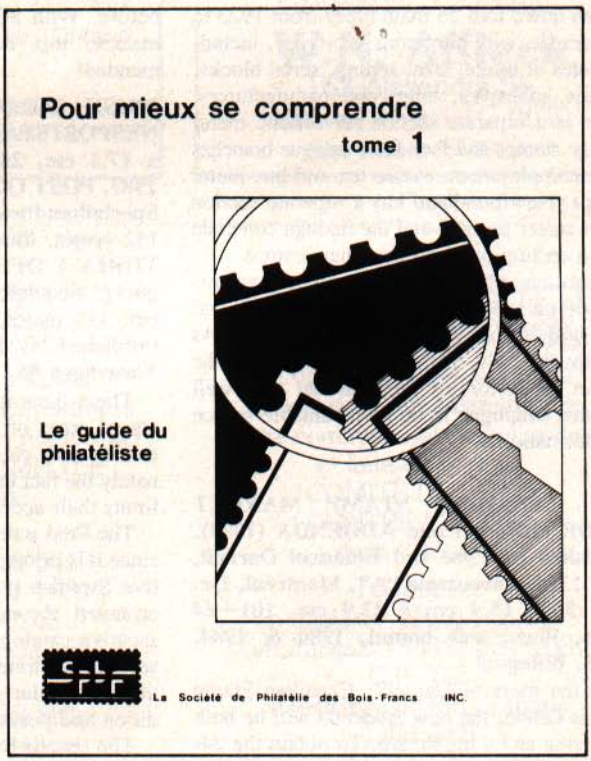
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Literature Reviews

CANADA METER & PERMIT POSTAGE STAMPS SPECIALIZED CATALOGUE 1984. Published by Yan Philatelic, 6700 Langelier Blvd., Montreal, P.Q. H1M 2C5. 15.5 cm x 22.8 cm, 96 pages, illus., soft bound, 1984. $10.00.

This is the first edition of what the publishers promise to be a bi-annual catalogue. Its introductory pages contain a brief history of meter and permit stampings along with suggestions as to how to collect and even why people collect these markings. The terminology and various components of this type of collecting are well explained and well-illustrated. The numbering and pricing systems are also explained.

Canadian Meter postage stamps are then broken down into 26 main types from 1923 to the present, with numerous sub-types, including dates of usage, size, setting, serial blocks, slogans, adhesives, values and manufacturers. There is a separate section for official meter postage stamps and then the catalogue branches into unemployment, excise tax and law meter stamps. Newfoundland has a separate section for its meter postage and the listings conclude with a section on permit postage stamps.

From one who knows very little about this area of philately, I found the catalogue and listings quite fascinating and informative. As perhaps the only catalogue of this sort on the market, collectors of this material may well find this catalogue to be an invaluable source of information.

THE CANADIAN STAMP MARKET GUIDE (1980-81) and ADDENDA (1984). Published by Lyse and Emanuel Darnell, C.P. 1104, Succursale "A", Montréal, Qc. H3C 2X9. 15.4 cm x 22.9 cm, 101+24 pages, illus., soft bound, 1980 & 1984. $3.95. Bilingual.

To the users of Darnell's Canadian Stamp Market Guide, the new Addenda will be both a blessing and a nightmare. To obtain the 24-page addenda which contains stamp listings for the last half of 1980 through to the end of 1983, one also must re-purchase the original 1980 catalogue, as the two are sold as a two-volume set for $3.95. There is no indication that the original catalogue is an updated revision, so it appears that catalogue prices are at least three years out of date!

This catalogue is however bilingual, and it may be the only one that French-speaking readers have to use. The numbering system is uniquely Darnell's, but the Addenda has provided a cross-reference with Scott numbers. The Addenda also list "Fantasy" stamps and the 1983 "Stick 'n Tick" labels.

Apart from the obvious out-datedness drawback, the original catalogue's illustrations are perhaps of the poorest quality I have ever seen and the "unique" layout and corresponding numbering system leave the collector much more confused after reading the catalogue than before. With all the other catalogues on the market, this one is certainly **not** recommended! RRR

PRISKATOLOG ÖVER SVENSKA MINNESPOSTSTÄMPLAR 1866-1982. 12.5 cm x 17.1 cm, 256 pages, illus., soft cover, 1983. POST OCH JÄRNVÄGAR PA DAL. Specialhandbok NR. 16. 12.6 cm x 17.1 cm, 112 pages, illus., paper, 1983. POSTHISTORIA I OPPUNDA HÄRAD. Ivar Engberg. Specialbok NR. 18. 17.1 cm x 24.1 cm, 112 pages, illus., maps, paper, 1983. Published by Sveriges Filatelist-Förbund, Vasavägen 86, 181 41 Lindingö, Sweden.

These three recent handbooks cover a variety of areas of philately. They are well-produced and clearly-illustrated; but unfortunately the fact that they are entirely in Swedish limits their accessibility to most collectors.

The Priskatalog is perhaps the easiest to use since it is primarily a price list of commemorative Swedish postmarks from 1866 to 1982, arranged chronologically and assigned consecutive catalogue numbers. An introductory section illustrates and describes stamp condition, particularly centring, and postmark condition and positioning on the stamp.

The second handbook contains a number of articles by various authors on such topics as steamboat mail service, mail franking and special items like railway franking labels, postcards and miscellaneous labels, etc.

The third is a postal history of the Oppunda District, from the 1500's to the present. It illustrates the district in 1615, rates in 1707 and similar material, including illustrations of post offices of the same era, ledger pages from the 1700's and 1800's and carries through with a chapter on the postal reforms of 1873. Another section lists, illustrates and gives a value rating for postal history items, regular cancellations and special cancels. The last section is a history of post offices of the district with a page devoted to each office, including the names and dates of postmasters, photos of the offices, and illustrations of postal material cancelled at that office. pmm

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Ce livre sera ensuite mis à la disposition du philatéliste pour étudier à sa bibliothèque locale pendant une période raisonnable.

NO. 64

ALLGEMEINES ausstellungs-regliment der FIP - General regulations for the FIP for exhibitions. / Fédération internationale de philatélie. - (s.l.): FIP, 1982. 159 p.; 21 cm.

BENNS, R.J.

(Alwar postage stamps and postmarks) / by R.J. Benns. - Eastleigh, Hampshire: The India Study Circle for Philately, 1982, c1972. 48 p.: ill.; 25 cm.

CHAPIN, John C.

A census of United States classic plate blocks 1851-1882 / John C. Chapin, - New York: Collectors Club, 1982. x, 116 p.: ill.; 23 cm.

COLES, William C.

The postal markings of New Jersey stampless covers / by William C. Coles, Jr. - Chicago: The Collectors Club of Chicago, c1983. viii, 287 p.: ill.; 26 cm.

DAMEL, R.

La poste allemande dans le nord de la France dans les cantons redimes de Belgique dans le grand Duché de Luxembourg et en Lorraine 1940-1944 / par R. Damel et X. Pigeron; préface de la Duchesse Edmée de la Rochefoucauld. - (Belgique): (s.n.), 1983. 340 p.: ill.; 30 cm.

DEL BIANCO, Umberto

Il Lloyd Austriaco e gli annulli marittimi dell' Austria - Ungheria: studio di storia postale / Umberto del Bianco. - Milano: Sorani Edition, 1976. v.: ill.; 23 cm.

DOUBLET, A.R.

The Pacific steam navigation company: its maritime postal history 1840-1853 with particular reference to Chile / by A.R. Doublet. - London: Royal Philatelic Society, 1983. viii, 70 p.: ill.; 30 cm.

DUBUS, L.

Catalogue des marques postales & oblitérations du Var de 1698 à 1876 / L. Dubus. - Amiens, (France): Yvert & Tellier, 1949. 64 p.: ill.; 1 carte géographique; 21 cm.

GREEN, Brian M.

The Confederate States Two-Cent Red Jack intaglio stamp: the postage stamp and its postal history / Brian M. Green. - New York: Philatelic Foundation, c1983. 62p.: ill.; 23 cm.

GREGOIRE, R.

Catalogue des marques postales et oblitérations du Maine-et-Loire / R. Grégoire, B. Passini, - (France): Farré & fils, 1961. 69 p.: ill., carte géographique; 21 cm.

HELBOCK, Richard W.

Portland area postal history / by Richard W. Helbock. - Lake Oswego, Or.: Raven Press, c1983. 46 p.: ill.; 28 cm.

HOLMES, Oliver W.

Stagecoach east: stagecoach days in the east from the colonial period to the Civil War / Oliver W. Holmes, Peter T. Rohrback. - Washington, D.C.: Smithsonian Institution Press, 1983. 220 p.: ill.; 24 cm.

LACASSAGNE, Jean

Les bureaux de poste du département de l'Aveyron 1695-1876... / Jean Lacassagne; préface de M. Jean Pothion. - (France): (s.n.), 1975. 135 p.: ill., cartes géographiques; 22 cm.

MONTAGNES, James

Charltons Canada stamp and story album: Canada's heritage in postage stamps / text compiled by James Montagnes. - 2nd ed. - Canada: The Charlton Press, c1980. 94 p.: ill. (some col.); 28 cm.

MONTREAL and the postage stamp. - Montreal: Canada Post Corporation, c1983. 8 p.: ill.; 30 cm.

MONTREAL et le timbre-poste. - Montréal/ Société Canadienne des Postes, c1983. 8p.: ill.; 30 cm.

OLSON, George T.

Notes on the Small Queens era. - 3rd ed. by G.T. Olson. - U.S.: G.T. Olson, 1983. (32) p.: ill.; 29 cm.

PALESTINE stamps (1865-1981) / Nabeel Ali Shaath...(et al.) - Beirut: Dar Al-Fata Al-Arabi; Cairo: Arab Graphic Centre, c1981. (39) p., (32) leaves of plates: ill.; 25 cm.

PERREAULT, Denyse

Des fleurs pour le Père Noël / texte de Denyse Perreault; illustrations de Suzanne Duranceau. - Ottawa: La Société canadienne des postes, c1983. (33) p.: ill. en couleur; 24 cm.

PERREAULT, Denyse

Flowers for Santa Claus / story by Denyse Perreault; illustrations by Suzanne Duranceau. - Ottawa: Canada Post Corporation,c1983. (33) p.: col. ill.; 24 cm.

SHOEMAKER, Richard

The American bicentennial covers, cachets, cards and so forth / by Richard Shoemaker. - Lemont, PA.: Collegiate Enterprises, c1983. 1v (loose-leaf): ill.; 30 cm.

(TIMBRES courants de la série du centenaire du Canada 1867-1967: étude spécialisée) / réalisée par la Timbragie Ltée. - éd. rev. - Montréal: La Timbragie, 1983. 11 p.: ill.; 22 cm.

TOPPING, William

A checklist of British Columbia post offices / edited by William Topping; associate editor Bill Robinson. - Vancouver: W. Topping, c1983. 71 p.; 23 cm.

VAN DAM, E.S.J.

The Canadian revenue stamp album / by E.S.J. Van Dam. - Bridgenorth, Ontario: E.S.J. Van Dam Ltd., c1983. 2 v. (loose-leaf): ill.; 30 cm.

VAN DAM, Théo

A valuation guide for A.E.F. covers (1917-1923) by Théo Van Dam and Richard W. Sackett. - Brewster, N.Y.: Théo Van Dam, 1983. 22 p.: ill.; 28 cm.

NO. 65

AUCKLAND, Bruce A.

Mileage marks of Scotland / by Bruce A. Auckland. - Edinburgh: Scottish Postmark Group, 1965. 71 p.: ill.; maps; 20 cm.

BERKELEY, T.C.

The history of Canada in stamps / T.C. Berkeley. - Toronto: Ryerson Press, 1957. 41 p.: ill.; 28 cm.

BOUVET, P.

Le 5 centimes de l'empire / P. Bouvet. - Paris: Cahiers Philatéliques, (1875?). 32 p.: ill.; 24 cm.

CHAPIER, Georges

Les oblitérations mécaniques, temporaires et 1er jour d'Algérie / par Georges Chapier. - Strasbourg: L'Echangiste universel, (1965?). 39 p.: ill.; 21 cm.

FEUSER, Peter

Nachverwendete Altdeutschland-Stempel: spezialkatalog und handbuch / Peter Feuser...(et al.). - Stuttgart: (s.n.), 1983. 684 p.: ill.; 21 cm.

GELLI

Les surcharges Congo Belge / Gelli et Tani. - Amiens, (France): (s.n.), (1900?). 14 p.: ill.; 21 cm.

GOODWIN, Brenda M.

(Cyprus: mail services of the pre-1974 invasion period) / by Brenda M. Goodwin. - Newbury, Berkshire: P. Cockrill, 1982. 48 p.: ill.; 21 cm.

THE HISTORY, ships and postal cancellations of the Woermann line - Deutsche seepost linie Hamburg Westafrika: also list of ships and cancellations of the Deutsche ost Afrika linie 1890-1965... / Philip Cockrill. - 1st repr. ed. - Newbury, Bershire: P. Cockrill, 1980. 34 p.; 21 cm.

(K.P.M. Koninklijke Paketvaart Maatschappij (1891-1941) with the Java - China - Japan line to 1970) / Philip Cockrill & J. Haalebos. - Newbury, Berkshire: P. Cockrill, (1982?). 60 p.: ill.; 21 cm.

KURCHAN, Mario D.

Compañias de navegacion y postales entre Belgica y Sudamerica / Mario D. Kurchan. - Buenos Aires: Mundo Filatélico, 1974. 18 p.: ill.; 18 cm.

LENAIN, Louis

Les marques postales du bureau français de Genève 1669-1798: suivies de notes sur les achemineurs de courrier Genèvois / Louis Lenain. - Paris: Editions E.H. de Beaufond, 1955. 30 p.: ill.; 24 cm.

LINIGER, W.

Les marques postales de la Suisse romande 1690-1850 / par W. Liniger, J.L. Nagel, L. Vuille. - Suisse: (s.n.), 1955. 23 p.: ill.; 25 cm.

LYMAN'S standard catalogue of Canada - BNA postage stamps / edited by George Papaspyrou. - 38th ed. - Toronto: Charlton Press, c1983. 174 p.: col. ill.; 21 cm.

MICHEL, Frank R.

Polar world list / F.R. Michel. - Van Nuys, CA. F.R. Michel, c1983. 52 p.; 28 cm.

NICHOLSON, M.P.

(The local bisects and surcharges of the Oil Rivers and Niger Coast 1893-1894) / M.P. Nicholson. - Newbury, Berkshire: P. Cockrill, (198-?). 28 p.: ill.; 21 cm.

NICHOLSON, M.P.

(The stamps & postal history of Southern Nigeria) / M.P. Nicholson. - Newbury, Bershire: Philip Cockrill, (198-?). 52 p.: ill.; 21 cm.

NICHOLSON, M.P.

(The stamps and postal history of the Niger Territories and the Niger Coast Protectorate) / M.P. Nicholson. - Newbury, Berkshire: P. Cockrill, (1981?). 48 p.: ill.; 21 cm.

(1983 Commonwealth King George VI catalogue). - 15th ed. (K.G. VI). - London: Bridger & Kay, c1983. viii, 215 p.: ill.; 21 cm.

PILCHER, Jeremy

A concordance of Burma listings: Stanley Gibbons, Scott, Minkus, Michel, Yvert / compiled by Jeremy Pilcher and Alan Meech. - Edmonton, Alberta: Burma Philatelic Study Circle, c1980. 14 p.; 28 cm.

PREMOLI, Eduardo

Las islas Malvinas y el correo Argentino / by Eduardo Premoli. - Rio Grande (Argentina?): Cuarto Congreso de ciencias historicas Fueguinas, (1982). lv. (various pagings): ill.; 32 cm.

(THE ROYAL Netherlands steamship company (1856-1981) / Philip Cockrill. - Newbury, Berkshire: Cockrill, (198-?). 56 p.: ill.; 21 cm.

2nd CORPS UP revisited. - Canada: Royal Canadian Postal Corps Veterans Association, (19--?). 9 p.; 28 cm.

SERRANE, F.

20 centimes empire Lauré (1867): étude des défauts d'impression de dentelure et de planche / F. Serrane. - Paris: Editions du groupement philatélique de France, 1928. 27 p.; 23 cm.

(UNITED Fruit Company: the history, ships and cancellations of "The Great White Fleet") / Philip Cockrill. - Newbury, Berkshire: P. Cockrill, (198-?). 44 p.: ill.; 21 cm.

WOLF, W.H.

Histoire de Belgique en timbres-poste / W.H. Wolf. - Bruxelles: Office de publicité, 1951. 81 p.: ill.; 18 cm.

NO. 66

ANDERSON, Ruth

Discovering Newfoundland through stamps / Ruth Anderson. - Regina: School Aids and Textbooks Pub. Co., 1949. 20 p.: ill.; map; 23 cm.

BAUDER, Burton E.

Poko issues of the Netherlands / Burton E. Bauder. - rev. ed. - Chicago: Netherlands Philatelic Society of Chicago, 1975. 100 p.: ill.; 22 cm.

CATALOGO unificado y especializado de España: y dependencias postales 1974. - 2e éd. - Madrid: Edifil S.A., (1974). 377 p.: ill.; 21 cm.

CATALOGUE of thephilatelic collection - Katalogusvan die filatelistiese versameling. - Johannesburg: Public Library, 1960. 298 p.; 26 cm.

CORTIGLIONI, Roger

Marques postales et oblitérations de l'Hérault de 1699-1876 / Roger Cortiglioni, L.J. Moutafoff. - Amiens, (France): Yvert & Tellier, 1948. 98 p.: ill., cartes géographiques; 21 cm.

DUBUS, L.

Catalogue des marques postales & oblitérations de la Manche de 1698 à 1876 / L. Dubus, J. De Micoulsky; préface de M.E.H. de Beaufond. - Amiens, (France): Yvert & Tellier, 1945. xii, 52 p.: ill., 1 carte géographique; 22 cm

FLICK, Vincent

Catalogue des marques postales & oblitérations de la Somme de 1698 à 1876 / Vincent Flick; préface de P. Lenoir. - Amiens, (France): Yvert & Tellier, 1955. xiv, 58 p.: ill., 1 carte géographique; 21 cm.

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RINGROSE, John N. (20142), 35 McGibbon St., **North Bay,** Ont. P1B 8T5
ROBERTS, Alan C. (20658), P.O. Box 572, **Perth,** Ont. K7H 3K4
SILBERNAGEL, Dan R. (20896), 102, 10175-113 St., **Edmonton,** Alta. T5K 2H3
SMITH, John T. (19140L), 164 Caouette Cres., **Fort McMurray,** Alta. T9K 1V3
STUBBS, Marianna G. (10670), 5215 Wild Horse Ct., **Arlington,** TX 76017, USA
THORPE, K.W. (14719), 4342 Hampton Ave., **Montreal,** P.Q. H4A 2L2
WEPPLER, L. Joan (21827), Apt. 104, 385 Kingmere Blvd., **Saskatoon,** Sask. S7J 4J6
WILSON, Steven J. (12015), 111 Edwards, **Darlington,** SC 29532, USA
WININGER, Lt. Col. Robert W. (11757), 1210 Grandview Dr., **Weatherford,** OK 73096, USA
WYATT, A. (15838L), Box 5971, Stn. "A", **Toronto,** Ont. M5W 1P4

Chapters

Taber Philatelic Society
CH-172, c/o Mr. Thys Vandergaast, Box 750, **Vauxhall,** Alta. T0K 2K0
West Suburban Stamp Club
CH-131, c/o Gerald C. Carr, 12599 Coach Lane, **South Lyon,** MI 48178, USA

CHANGE OF NAME

GULAK, Gerald Delmar (13422) to GULAK, Dmitri N.

NEW LIFE MEMBERS

71-9735 TWEEDIE, Mrs. Ethel
Kouchibouguac, N.B.
77-14855 KESSELMAN, A.L.
Long Beach, CA, USA
82-19782 FOWLER, Mrs. Pat
Mississauga, Ont.
84-21997 MORENCY, Real E.
Masouche, P.Q.
84-22101 BHATTACHARYA, Miss Shoma
Kuala Belait, Brunei
84-22103 KOURI, Charles H.
Nepean, Ont.
84-22104 BEVAN, Richard A.

CORRECTIONS

To New Life Members Listing March-April, 1983:
77-14672L BISSCHOP, Harm shoud read -
77-11788L BISSCHIP, Hank, **Port Carling,** Ont.

To New Members Listing January-February, 1984:
20390 LOUCTIS, Peter E. should read LOUCKS, Peter E.
20866 KEW, Steph should read KEW, Stephen M.

REINSTATEMENT

HETU, Mark A. (14677), C.P. 130, **St-Chrysostome,** Co. Chateauguay, P.Q. J0S 1R0

CHAPTER REINSTATEMENT

Fort George Philatelic Society
CH-95, c/o Robert Ingraham (21910), Box 911, **Prince George,** B.C. V2L 4T7

FORWARDING ADDRESS REQUIRED

Due to the number of members lost to the Society through unnotified relocation, your co-operation is encouraged in asking any members in this column that are known to you to please contact the National Office to obtain Journals which have been discontinued due to no forwarding address.

VANDERHEIDE, John (19977), R.R. 1, **Coboconk,** Ont. K0M 1C0

Chapter
North Bay and District Stamp Club
CH-44, c/o William Cooper, Box 812, **North Bay,** Ont. P1B 8K1

DECEASED

CARR, James J. (12379), **Norristown,** PA, USA
DUDLEY, Edward A. (21031), **Toronto,** Ont.
GEAR, William W. (4863), **Montreal,** P.Q.
KASE, Frank (18026), **Port Dover,** Ont.
KILISH, Ted L. (7500), **Plymouth,** MI, USA
MORRIS, W.M. (8828), **Toronto,** Ont.

OFFICIAL RESIGNATIONS

BAKER, Jim D. (15407), **Edmonton,** Alta.
BROWNE, Mrs. G.M. Innes (11880), **North Vancouver,** B.C.
CHAPMAN, Wilfred E. (9376), **Hamilton,** Ont.
DALES, J. Barry, (10550), **Weston,** Ont.
DIETRICH, Oswald P. (10813)
GIPSLIS, Robert R. (19578), **St. Ives,** Australia
GORN, Dr. Michael H. (21330), **Alexandria,** VA, USA
KAY, Dr. Leslie I. (19967), **Ft. Lauderdale,** FL, USA
LAURENDEAU, Raymond (15170)
MORRISON, D. (7788), **Ottawa,** Ont.
McISAAC, Rene (14305), **St-Laurent,** P.Q.
PIGEON, Steve (19915), **Willowdale,** Ont.
PIMENTEL, Mrs. Rosemary (10153), **San Leandro,** CA, USA
PLANT, Harvey L. (12363), **Allenford,** Ont.
POTTER, Louise B. (15870), **Fort Lauderdale,** FL, USA
SCHAPELHOUMAN, Lubertus (9606), **Los Altos,** CA, USA
SCHWEERS, Edward W. (19433), **Lancaster,** PA, USA
WILLIAMS, N.H. (12743), **Cary,** IL, USA

DROPPED FROM THE ROLLS FOR NON-PAYMENT OF DUES

ANFINDSEN, Mrs. A.E. (14283), **Gunn,** Alta.

EXPELLED

BUCKLER, E.J. (20012), **Toronto,** Ont.
Conduct unbecoming a member.

HONOUR ROLL - 1983

The following members are credited for sponsoring applicants accepted for Society membership during 1983.

AFFLECK, W.N. (3425)
ALLEN, Margaret (9409) - 2
BEAUPRE, John (12539)
BIAGIONI, John (12937)
BUCKLEY, R. (9307)
BURDEN, W.G. (15077)
BURTON, R.L. (8191)
CARMICHAEL, Donald K. (9891)
CARMICHAEL, Vance (10306)
CHARRON, C.E. (19882)
CLARK, Alfred (15555)
CLARK, Beverlie (10548L) - 3
CLARK, S.A. (8818)
CLARK, S.H. (6367)
COLLIN, Raymond (10071)
CSUCS, Alexander (12278) - 2
CURTIS, Wayne (7545)
DESRIVIERES, Guy (3467) - 9
DIXON, David (12368)
DONALDSON, James R. (8959)
DORVAL, P. (15373)
DOUGLAS, G. (8284)
FIERO, F.W. (7353)
FREEMAN, George (12476) - 3
FRETWELL, J. (13633)
HALL, E.P. (13915)
HAMEL, Denis (19184L) - 2
HARRIS, E. (7219)
HENNOCK, Jim (8797L)
HILLARY, Edward (13302)
HOEHN, R. (17097) - 2
JAMIESON, J. (8932)
JEFTHAS, T.H. (15216)
JOHNSTON, D. (7805)
JOHNSTON, H.W. (9996)
JOYNER, W. (14013)
KILPIN, P. (15765)
KLUCHKY, K. (19117L)
KRAEMER, J.E. (4254L) - 4
KRAUS, C. (19494) - 2
KUGLER, Pauline (12617)
KUNZLI, R.H. (19584L)
LAIRD, R. (19309)
LUM, Stan (7271)
LYON, Doris (10545) - 3
LYON, G.J. (12836)
LYON, Ted (12017) - 11
MACKIE, Gordon R. (9773L)
MAGEE, K.H. (20055L)
MALOTT, Richard K. (5358L) - 2
MARRIER, L.E. (6519)
MARRION, H.J. (11431L)
MILLAR, Michael (7537L)
MITCHENER, Ralph D. (7941L) - 3
MOORE, H. (13066)
MURFIN, J.R. (13040)
MACDONALD, K. (19451)
McLEOD, Ken (8765)
McPHAIL, R. (19869)
NIELSEN, Axel H. (9467) - 2
NORMAN, D.E. (13242)
OATMAN, D. (19930) - 4
OLESEN, R.H. (7830)
PIKOR, J.J. (18066)
PORTCH, Garfield (13333) - 2
PORTER, R.J. (19846)
REID, C. (19506)
ROBINSON, W.G. (8776L)
ROMANO, Ricardo (15958)
ROSS, George A. (6430)
SCOTT, Mary G. (15135)
SHELTON, Joe (6314L) - 4
SIEVERT, M. (19974)
SMITH, Francine, (12505) - 2
SPENCER, Keith R. (9431) - 2
STEINBOCK, H. (19215L)
TALACKO, E. (19571)
TALMAN, J. (9434)
TAYLOR, A.M. (9259)
TREVOR, S.M. (19511)
TRUDEAU, R. (7379)
TULLOCK, P.G. (11285)
VOGEL, Frank (19334)
WALTHER, Manfred (6734L) - 2
WEST, A.G. (13695)
WILLEY, R.C. (6590)
WILLIAMSON, M.H. (7138)

As per R.P.S.C. Chapter Regulations, the following Chapters are receiving credit amounting to $2.00 for each applicant accepted for Society membership that it sponsored during 1983.

Ajax Philatelic Society (CH-163) - 1
Barrie & District Stamp Club (CH-73) - 2
Delta Stamp Club (CH-138) - 1
Kingston Philatelic Society (CH-58) - 1
Lakehead Stamp Club (CH-33) - 1
Lethbridge Philatelic Society (CH-57) - 1
Muskoka Philatelic Society (CH-126) - 2
North York Philatelic Society (CH-21) - 1
Nova Scotia Stamp Club (CH-50) - 1
Oakville Stamp Club (CH-135) - 1

HONOUR ROLL - 1983

Societe de Philatelie de Bois Franc Inc. (CH-179) - 2
La Societe Philatelique de La Rive Sud (CH-19) - 1
Union Philatelique de Montreal (CH-3) - 1
Winnipeg Philatelic Society (CH-86L) - 2

THE SALES CIRCUIT - - -

The following categories are currently required: Canada – mint, used, varieties, back-of-the-book, revenues, overprints, perfins, officials, covers; Newfoundland – mint, used, blocks; USA – mint and used (no blocks); British Colonies – B.W.I., Br. Africa, Br. Asia, Br. Europe, Br. Pacific, Br. Antarctic, Br. Atlantic (all mint & used); Great Britain mint and used; Australia and New Zealand mint and used; Western Europe; Belgium; Netherlands & Colonies; France & Colonies; Scandinavia; Switzerland; Germany & States; Austria; Portugal & Colonies; Spain & Colonies; some Eastern Europe; Italy and Russia. In Topicals we require Ships, Art, Animals, Birds and Flowers.

We **do not** require modern Canada, mint or used or Canadian Plate Blocks **unless** they are **very** reasonably-priced. We also do not require worldwide books or those of Central and South America.

To achieve better sales, price your stamps realistically and group your countries either geographically or within established political or collecting groups, e.g., Canada – mint, used or mixed; Australia and New Zealand can be grouped together as can most "mother" countries and their colonies. A real **"No, No"** – Do not make your books too heavy. They are combined by weight and a heavy book will take the place of two regular ones. It is not necessary to complete all the pages. For better results make-up two light ones rather than one heavy one and your books will receive double-exposure.

There are a couple of other problems which keep re-occurring: some people still use meters rather than stamps. I know it takes a little longer, but remember that we are all stamp collectors. Please do not use scotch tape on stamps.

Stamp circuits are available to any member or Chapter of the R.P.S.C. The latter receive circuits containing approximately 16 books as often as they request. Direct or multiple circuits are available for members: direct as often as you request and for multiple there are a maximum of five names per list.

There are openings on the following multiple circuits: USA, UN, Canada mixed or mint, Newfoundland, Topicals, Australia & New Zealand, British Colonies mixed or mint. Blank books are available for 2 for $1.

The Sales Dept. has been established to provide a buying and/or selling service to R.P.S.C. members. If you have any questions please write including your membership number to:

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Fenelon Falls, Ont.
K0M 1N0
(705) 887-5386

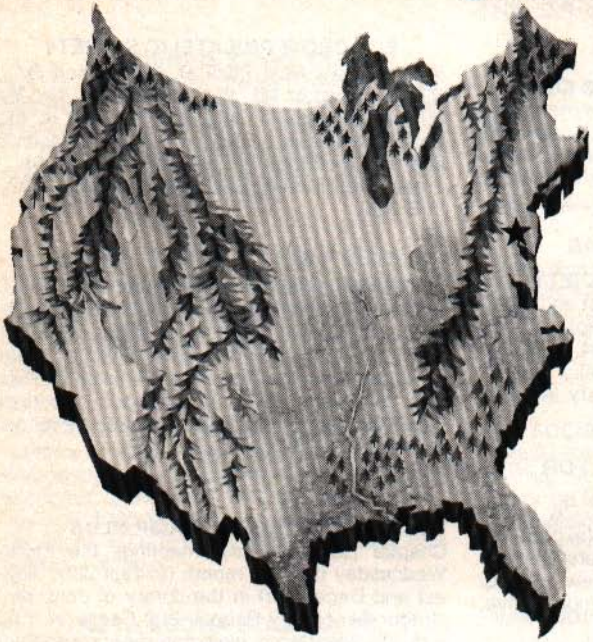
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Colorado: Arvada, Aurora, Colorado Springs, Denver, Lakewood
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CHAPTER MEETINGS

BRAMALEA STAMP CLUB

R.P.S.C. Chapter No. 144 meets 1st Sunday (1:30-4:00 p.m.) and 3rd Tuesday (7:30-9:30 p.m.), September to June at Terry Miller Recreation Complex, Meeting Room 2, Williams Parkway (between Dixie Rd. & Bramalea Rd.) Bramalea, Ont. All visitors welcome. Correspondence to: Bramalea Stamp Club, P.O. 2041 Bramalea, Ont. L6T 3S3.

BRITISH COLUMBIA PHILATELIC SOCIETY

Meetings every Thursday at 8 p.m. in the Grey's Park Community Building, 33rd Ave. & St. Catharines St. (two blocks east of Fraser Ave.), Vancouver, B.C. President Mr. W.G. Robinson, 5830 Cartier St., Vancouver, B.C. V6M 3A7.

CALGARY PHILATELIC SOCIETY

(Chapter 66). Regular meetings: first and fourth Wednesdays of each month, except July and August, in the C.U.P.E. Hall at 104 13th Ave. S.E., 7:30 p.m. The Calgary Philatelic Society, P.O. Box 1641, Station "M", Calgary, Alberta, T2P 2L7.

CANADIAN ASSOCIATION FOR ISRAEL PHILATELY

(C.A.F.I.P.) R.P.S.C. Chapter No. 76 meets every second Monday of the month (except July and August) at 8:00 p.m. at Bathurst Heights Literary, 3170 Bathurst St., Downsview, Ontario. President: Zeere Drach, 4 Sycamore Drive, Thornhill, Ont. L3T 5V9.

COLUMBIA PHILATELIC SOCIETY

Chapter No. 11. Meetings held monthly on the fourth Monday 7:30 p.m. Visitors welcome. P.O. Box 465, Trail, B.C. V1R 4L7.

CREDIT VALLEY PHILATELIC SOCIETY - MISSISSAUGA -

Chapter No. 67 meets the 2nd & 4th Monday of every month (except on holidays and in July & August) at 7:30 p.m. at Forest Avenue Public School, 20 Forest Ave., in Port Credit. Visitors always welcome. Further information, contact E.A. Read, (416) 278-4716.

EAST TORONTO STAMP CLUB

Stan Wadlow Clubhouse, Cedarvale Ave., first east of Woodbine, at Cosburn, north of arena. 1st & 3rd Wednesdays of each month (except in July & August). Sec'y: Raymond Reakes, 188 Woodmount Ave., Toronto, Ont. M4C 3Z4. Visitors always welcome.

EDMONTON STAMP CLUB

Touring stampers welcome. Meetings on alternate Mondays in the cafeteria of St. Joseph Composite High School. Address all mail c/o the club. P.O. Box 399, Edmonton, Alberta T5J 2J6.

ELK-CROW PHILATELIC SOCIETY

In the Crows Nest Pass of Alberta and B.C., R.P.S.C. Chapter No. 164, meets every second Sunday (except in July and August) in the Sparwood Public Library at 1:00 p.m., visitors and new members are always welcome. Sec.-Treas. Paul Kusnir, Box 483, Sparwood, B.C., V0B 2G0.

HAMILTON PHILATELIC SOCIETY

Chapter Fifty-one. 2nd and 4th Mondays Sept. to May inc. Lower auditorium of the Canadian Martyrs Church at the corner of Main Street West and Emerson Avenue in Hamilton (across from McMaster University campus). Address c/o Club, P.O. Box 205 Station 'A', Hamilton, Ontario. L8N 2B0.

KENT COUNTY STAMP CLUB

Chapter No. 7 Regular meetings the fourth Wednesday of each month (except July, August and December) in the library of John McGregor Secondary School, 300 Cecile at 7:30 p.m. Visitors always welcome. Secretary: Paul McDonnell, 76 Wiltshire Drive, Chatham, Ontario N7L 2N5.

KINGSTON STAMP CLUB

RPSC Chapter 49 meets the second & fourth Monday, Sept. to May, at 7:30 p.m., at the Hall of St. George Cathedral, Johnson and Wellington Sts., Kingston, Ont. Correspondence to: Kingston Stamp Club, P.O. Box 1202, Kingston, Ont. K7L 4Y8.

KITCHENER-WATERLOO PHILATELIC SOCIETY

(Chapter 13) Meets on the 2nd Thursday of each month (except July and August) in the Elizabethan Room of St. Andrews Presbyterian Church (Queen St. entrance) at 7:30 p.m. Visitors welcome. Pres. Enn Glaaser, 34 Glenwood Drive, Kitchener, Ont., N2A 1H7, who may be contacted for information.

CHAPTER MEETINGS

LAKEHEAD STAMP CLUB

R.P.S.C. Chapter No. 33, meets second Wednesday and last Friday monthly from September to June in the Emergency Measures Building. Visitors are welcome. Louise Cifarelli, Secretary-Treasurer, 2824 Begin Bay, Thunder Bay, Ontario P7E 5M1.

LAKESHORE STAMP CLUB

501 St. John's Blvd., Pointe Claire, Quebec. Meeting nights 2nd and 4th Thursdays, September till June, at 7;30 p.m. President Graham Locke, Secretary, Bernard Chir. Mailing Address: P.O. Box 1, Pointe Claire, Dorval, P.Q. H9R 4N5. Visitors welcome.

NORTH TORONTO STAMP CLUB

Chapter 5 of the Royal. Meetings at 7:30 p.m. on Second and Fourth Thursdays (except in July and August) at Bedford Park United Church, 100 Ranleigh Avenue, Toronto. Visitors Welcome.

NORTH YORK PHILATELIC SOCIETY

Chapter 21 of the Royal meets on the 1st & 3rd Wednesdays of each month - July and August excepted, at the North York Memorial Community Hall, 5090 Younge St., Willowdale, Ontario. Secretary: P.O. Box 62, Willowdale M2N 5S7. Visitors welcome.

NOVA SCOTIA STAMP CLUB

Halifax, Nova Scotia, est. 1922. First affiliate of the R.S.P.C. (1934). Meets 2nd Tuesday of each month, Sept.-June, Nova Scotia Museum. Corr. Sec'y: Hugh Rathburn, Nova Scotia Stamp Club, P.O. Box 2935, Dartmouth E. N.S. B2W 4Y2. Visitors welcome.

OAKVILLE STAMP CLUB

R.P.S.C. Chapter No. 135 meets 7:30 p.m., second and fourth Tuesdays, year round at Trafalgar Hall Auditorium, Trafalgar Road at Hwy. 5, Oakville. R.P.S.C. Representative: Dave Dixon, P.O. Box 524, Oakville, Ont. L6J 5B4. Visitors welcome.

OTTAWA PHILATELIC SOCIETY

R.P.S.C. Chapter No. 16, meets Thursdays at 8:00 p.m. September through May in room 021, Marion Hall, University of Ottawa. Contact President Peter Kaulback, 419 Holland Ave., Ottawa, Ont. K1G 3H6; or telephone (613) 728-7863. Visitors welcome.

THE PHILATELIC CLUB OF MONTREAL

(Chapter 122 of the R.P.S.C.) meets the first and third Thursdays of each month, September through June at 7:30 p.m., at Le Manoir, 5319 Notre Dame de Grace Avenue, Montreal. Guests always welcome. Information: P.O. Box 264, Westmount, Quebec H3Z 2T2.

R A STAMP CLUB - OTTAWA

(Chapter 41, RPSC). Meets 7:30 p.m. every Monday at The R.A. Centre, 2451 Riverside Drive, Ottawa, Ontario. (Except June, July and August). Visitors welcome - phone 733-5100.

SAINT JOHN STAMP CLUB

Meets 2nd and 4th Wednesdays 8 p.m. at St. Malachy's High School with exception of June to August. Auction at each meeting. Secretary, Saint John Stamp Club, Box 6783, Station A, Saint John, N.B. E2L 4S2.

LA SOCIÉTÉ PHILATÉLIQUE DE QUÉBEC

Regular meetings will be held in the basement of The Saint Charles Garnier Church, 1215 Chanoine Morel, Sillery. As in the past, we will hold meetings on the first and third Wednesdays of the month - 7:30 hr., to 10:00.

VANCOUVER ISLAND PHILATELIC SOCIETY

(Chapter 52) Meets monthly on the second Thursday, at the Gordon Head Lawn Bowling Club, 1742 Lambrick Street at 8 p.m. Mr. A. Bunting Secretary, Vancouver Island Philatelic Society, P.O. Box 6537, Postal Station "C", Victoria, B.C., V8P 5M4. Visitors always welcome.

WEST TORONTO STAMP CLUB

Meets 7:30 p.m. second and fourth Tuesdays, except July and August at St. Pauls Runnymede Church, 404 Willard Ave., near Jane and Annette, Toronto. West Toronto Stamp Club, c/o 331 Rathburn Rd., Islington, Ont. M9B 2L9. Visitors welcome.

WINNIPEG PHILATELIC SOCIETY

Meetings: 1st & 3rd Thursdays (except July & August), 7:30 p.m., Veterans Club Room, downstairs, C.N. Union Station, Main St. at Broadway, Box 1425, Winnipeg, Manitoba R3C 2Z1. Visitors always welcome.

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LITERATURE

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