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Journal of The ROYAL PHILATELIC SOCIETY OF CANADA

Revue de la SOCIÉTÉ ROYALE DE PHILATÉLIE DU CANADA



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The Canadian Philatelist
Le philatéliste canadien

Journal of The ROYAL PHILATELIC SOCIETY OF CANADA **Revue de la SOCIÉTÉ ROYALE DE PHILATÉLIE DU CANADA**

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The Cover: Celebrate Stamp Month with Canada Post.

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From the Editor's Desk

by Steve Thorning

STAMP MONTH 1995

Stamp Month is almost upon us. Again this year we welcome Canada Post Corporation's sponsorship of the September-October issue. For the past couple of years I have tried to build fill this issue with all Canadian material as a celebration of Canadian philately, and have succeeded again this year. I hope you will find the articles interesting and informative.

Although I do not have all the details as we go to press, Canada Post is planning a number of events and functions around the comic book hero stamps. Local clubs and individual collectors can join in the effort to promote the hobby during October. Clubs with shows during the month can take special steps to attract new collectors and novices. We all know lapsed collectors. Why not take them to a stamp show or club meeting during the month?

We must all work together to ensure the present health and future vitality of the hobby.

OUR SHARED INTERESTS

Did you ever notice that stamp collectors share other interests as well? Several years ago I observed that a large proportion of our local club membership were avid gardeners, and many had a fascination with local history. I have since noticed overlaps as well between philatelists and railway buffs, and that many stamp collectors have military backgrounds.

Why do these activities seem to go together? I am not sure. Perhaps we all like structure and order. The challenge of putting a pile of stamps into some kind or systematic order does have parallels with maintaining a garden or making sense out of scattered historical facts.

Psychologists, I am certain, could come up with a more elaborate theory. In fact, I heard one on the radio a few months ago arguing that stamp collectors are victims of suppressed something-or-other.

He also thought that stamp collectors are anti-social, and collect stamps as a substitute for social interaction. I couldn't disagree more. Over the years I have become convinced that the social aspect of organized philately is one of its main attractions. I have met dozens of fascinating people through the hobby over the years and expect to meet many more before I close the album for the last time. Most readers, I suspect, are in the same position.

As was demonstrated with our reports of RPSC members who received Canada 125 medals, stamp collectors have close ties to their communities and devote countless hours to volunteer activities.

Philatelists, if RPSC members are reflective of the hobby as a whole, move lest frequently that the general population. To equal national averages, our "Change of Address" section would be four or five times as long.

Are we different from the general population? Perhaps, but the differences should be sources of pride and inspiration to us. Let's use Stamp Month to make our own lives richer and our communities better places for all.

THE MAY-JUNE ISSUE

The World War II theme of the May-June issue generated more far more mail than any other issue since I assumed the editor's chair. Most letters simply expressed appreciation, and all except one were from people who had some direct involvement in the war. There were also requests for extra copies, many of which were to be passed on to people who are not collectors.

I thank all those who took the time to write, and thank as well the authors who contributed to the success of May-June issue. There are still a couple of World War II articles in the pipeline, and I will work these into the publication schedule as soon as the authors finish them.

An article published a couple of years ago makes a fine companion piece to the May-June issue. This is part 6 of Col. C.F. Black's superb series on "Canadians and Armed Conflict" in the Sept.-Oct. 1992 issue. There are many stamps from other countries that relate to Canada's war effort. These, combined with 50th anniversary commemoratives released this year, can form the basis of a fascinating thematic collection. •

CANADIAN REVENUES

Want a change? Take up Canadian Revenues. Here is the situation. Just about every dealer has a box of these that can be picked up reasonably. All auctions have collections and accumulations, and tremendous bargains are fairly normal, and even when prices look high you usually wind up with stamps that exist not in the hundreds or thousands but in 10 and 50!

Best of all, consider this:

NOT ONE CANADIAN REVENUE STAMP WAS EVER ISSUED WITH COLLECTORS IN MIND!

As I've pointed out before, nearly all come engraved (mostly the work of The American Bank Note Company) and if you think the 50¢ Canada Bluenose or the $1 U.S.A. Trans-Mississippi are the height of beautiful engraving, wait till you see any of the Canada Supreme Court Law Stamps.

Here is an excellent start. I recently purchased 100 packets of 200 different from a dealer who spent several years assembling the lot. Now a packet of 100 different sells at $25 or more every time. This 200 lot is well worth $100.00.

To it I'm adding more revenues, including complete sets well worth $100.00 alone.

THE COMBINED LOT – JUST $100.00 US ($120.00 Cdn.)

The best and only Canadian revenue Catalog on the market is by E.S.J. van Dam. I'll have the latest edition just coming out for $20.00. It has the easy to use spiral binding.

I have two addresses. If you live in the U.S.A. ALWAYS use the Pembina address. For Canadian collectors, there has been a change in my Canadian address. The old Station B, which I've used for 57 years, is no more. The old Station B Post Office, built before 1900, has been retired. All else remains the same, except the replacement for Station B. This is now RPO REDWOOD CENTRE.

Kasimir Bileski

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Letters to the Editor

OUR MAY-JUNE ISSUE

Sir,

The article on "The Battle of the Atlantic" by James E. Kraemer was most interesting. I worked as a stenographer in the Sydney Naval Office and typed convoy routes for the ships that sailed from our port. One of the gunners who fought so bravely at his post and died on the *Jervis Bay* was stationed in Sydney.

Enclosed is a copy of an Armed Forces Air Letter. It was mailed on June 15, 1942. The signature of Billy Bishop is on the back, and as far as I can see without opening the letter, there is no message inside. May I trouble you for an opinion?

Joann Harriss
Sydney, N.S.





Mr. Kraemer replies: The cover was cancelled on the first day of issue of the armed Forces Air Letter. According to major Richard Toop of Ottawa, it is believed that less than 300 covers were cancelled on June 15, 1942. All were sent and autographed by Air Marshall Bishop. The recipient, P/O G. Stewart Brown of Egypt, also autographed the covers. All were individually numbered. The one shown is 124. Covers numbered up to the low 200s have been noted. Dealers ask about $100.00 for them. Group Captain A.J. Bauer of the William Bishop Heritage Museum in Owen Sound advises that they do not have one of these covers in their collection.

(Editor's note: Can any reader provide some information on G. Stewart Brown?)

Sir,

I was sitting in the library when a librarian who knew I was a Navy man in WWII handed me the May-June issue. I was interested a lot in two articles, "Royal Canadian Navy Postal History, 1939-1945" and "Battle of the Atlantic," being a naval veteran. I am not a philatelist, which I believe is what stamp collectors are called, but these two articles interested me a lot.

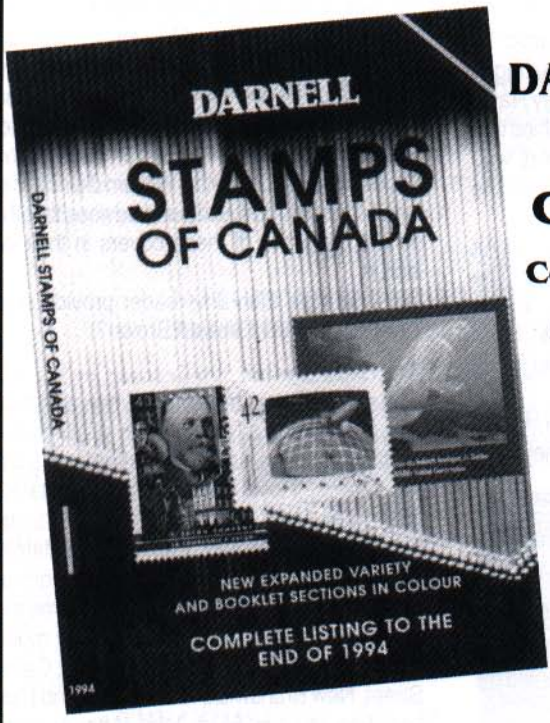
While in hospital in Saint John my mother sent me a letter addressed simply "42 Carlton Street, New Brunswick," with no city, and I got it two days later in Saint John. After surgery I worked around base Captor II in Saint John, and later went back to Halifax and to sea.

Harold T. Doyle, V38700
Hamilton, Ont.

Sir,

Having served in the Canadian Forces during World War II, I was very interested in the articles in the May-June issue, and especially the one by Wm. G. Robinson on Canadian Forces in Alaska. I was part of the Kiska operation.

At the top of page 203 is a cover addressed to Mrs. G.D. Storey from her husband, Lieut. G.D. Storey. Geof and I were fellow officers. There is an error in naming the unit, which was the 24th Field Regiment, Royal Canadian Artillery, and was comprised of the 49th, 84th, and 85th Field Batteries. Our return to Canada began on the first of January, 1944, and took 16 very stormy days in a small ship.



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This picture of Lieut. Storey was taken about a year later near Sussex, N.B.

I have not been in touch with Lieut. Storey since my discharge in December 1945. I wonder if any of your readers might know if he is still around, and where.

L.E. Marrier
Thunder Bay, Ont.

YET ANOTHER U.P.U. COVER

Sir,

In a letter in the May-June issue, James E. Kraemer said it would be of interest to know if other U.P.U. covers were reported. The enclosed cover is in my slogan cancel collection.



The cover, addressed to Switzerland, bears a 15¢ U.P.U. stamp paying the then current airmail rate. It is cancelled September 23, 1957, nine days after the Congress opened in Ottawa.

Robert Frost
Victoria, B.C.

I.R.C. PRICE DOUBLED

Sir,

Last year I wrote to you about GST being applied to International Reply Coupons and how I was successful in getting the tax on them rescinded. Now another problem with IRCs has arisen, which is a slap in the face to all stamp collectors—the cost for an IRC has jumped from $1.50 to $3.00! This is a 100% increase. It is not warranted and should be lowered to an acceptable amount.

I have written to the Deputy Minister of Revenue, Mr. Pierre Gravelle, about this matter. Postal rates recently rose about 2 1/2%, not 100%. This increase affects all stamp collectors who send IRCs to their pen pals around the world. It is not fair and should be rescinded at once. Perhaps other RPSC members, when they become aware of the price increase, will write letters of protest.

John Breuls
North York, Ont.

THOSE VESTAL VIRGINS AGAIN

Sir,

I write with horror in reply to the letter (May-June 1995) from Jack Ince who should know better! The Vestal Virgins had nothing to do with the Temple of Venus or Aphrodite but were attendants at the Temple of the Goddess of the Hearth, who I believe was called Vesta.

The Vestal Virgins were required to be such and if they were detected in improper conduct, they were buried alive!

Harry Sutherland
Toronto, Ont.

Sir,

It appears that those who have the least to say are the most vocal about it. Mr. Jack Ince obviously has an axe to grind with the Canada Post Corporation. I do not. Canada Post is very supportive of my efforts with Youth Philately and is most gracious patron of organized philately in Canada. Besides, Canada Post has nothing to do with the protection of postal documents or with the use of tobacco.

Michael Madesker
Downsview, Ont.

OUR ICONOCLAST vs. CANADA CUSTOMS

Sir,

The following is submitted by way of warning to those members who bring philatelic items

into the country by mail—CHECK THE GST ASSESSMENT VERY CAREFULLY.

In brief, I purchased an auction lot from a British house for £70.00. The company sent the invoice by separate airmail. They were then somewhat dishonest on the customs declaration by showing the value as £25, and by checking the "sample of merchandise" box. The customs centre in Mississauga opened the package and prepared the Customs import form. They showed the value for duty as $417.47, duty $0.00, GST $29.22, and exchange rate 2.197200. Add to that the Canada Post handling charge of $5.00 and the grand total is $34.22.

I could not figure out the $417.47 amount so I went over to the local Canada Customs office here in Barrie. The customs officer couldn't figure it out either. Using the invoice he calculated theGST should be $10.77 and prepared a refund application for $19.22. On the application he noted "Value on invoice 70£ = $153.79. Value on form E14 not correct." According to customs officer #9454, who made the original calculation, the value of this lot was £190. Nowhere on either the outside of the package or the inside does this figure appear, in any context or connection.

Bear in mind also that the GST does not apply to service charges levied outside Canada. This includes the buyer's premium. GST should be calculated on the hammer price only.

As I said at the beginning, check the GST calculations very carefully. You too could be taken to the cleaners by either dishonest or incompetent customs officers.

Michael Millar, FRPSC
Barrie, Ont.

Philatelic News in Brief...

JULY 1 CANCEL

On July 1 the staff at Ottawa's Postal Station B volunteered to open for business. A special cancel was prepared for the day, depicting the Canadian flag. This was the first time in its 60-year history that the office was open on July 1.



HELSINKI 95

Kimmo Salonen, the Canadian Commissioner for the FINLANDIA 95 show held in Helsinki on May 10-15, has provided us with the results for Canadian exhibitors. There were 14 entries from this country, and the show was restricted to postal history and stationery.

Large Vermeil: J.J. Danielski.
Vermeil: Piotr Madej.
Large Silver: George Buza, Andrew Cronin (2), John Powell, E.R. Toop, Eric Manchee.
Silver: Wladyslaw Dziemianczuk, R.F. Narbonne, Colin Troup.
Silver Bronze: R. Mitchener, C. Guile. (2).

$2 TRURO MISSING COLOUR ERROR

The $2 Truro Normal School definitive, Scott 1376, has turned up with the dark green colour missing. Because all the inscriptions were in this colour, the result is a very spectacular error.

The first find turned up in Newfoundland in February 1995. Only 18 stamps were recovered. The other seven stamps from the pane,apparently, had been used on a parcel sent to Europe. Amazingly, the purchaser did not notice anything amiss. Of the 18 surviving stamps, three are badly creased. Obviously the discoverer was not a stamp collector. Gary Lyon, the Bathursrt, N.B. dealer, ultimately purchased them all.

A short time later a second discovery was made in Cambridge, Ontario. This time it was an entire intact pane of 25. The owner sold this pane at the J.N. Sissons auction in June.



The error (above) with a normal stamp.

Subsequently, the Saskatoon Stamp Centre acquired it. This firm also purchase eight of the copies from the first find from Gary Lyon.

No further discoveries have been announced, so these 43 copies (three of which are damaged) are the only known examples. As these stamps were printed in sheets each containing four panes of 25, it is possible that two more panes may exist. These could, of course, have been discovered already by Post Office personnel and returned as defective.

On the other hand, someone may get lucky.

CANADIANA STAMP OF THE YEAR

The members of the Canadiana Study Unit have selected a Belgian issue as the Canadiana Stamp of the Year. The stamp commemorates the liberation of Belgium 50 years ago. Prominent on the left side of the design is a portrait of General Henry Crerar, Commander of the 1st Canadian Army, which freed East and West Flanders from the German Army. Also pictured are Field Marshall Montgomery and General Omar Bradley.



Henry Crerar was born in Hamilton in 1888, and graduated from the Royal Military College. a career soldier, he became chief of the general staff in 1940. In 1944 he prepared the 1st Canadian Army for the invasion of France. Gen. Crerar retired in 1946 and died in 1965.

Runners up were the $1.00 United Nations definitive, featuring *Mourning Owl*, a drawing by Canadian artist Vanessa Isitt; a 52p Irish commemorative marking the 75th anniversary of the trans-atlantic Alcock-Brown flight; and a Barbados stamp depicting the Canadian destroyer *HMCS Saguenay*.

The Canadiana Study Unit is a group of collectors specializing in non-Canadian stamps with Canadian themes, and publishes a quarterly newsletter. For information on the group write to John Peebles, Box 3262, Stn. A, London, ON N6A 4K3.

Auction Calendar

SEPT. 16: Ron Leith Auctions. Featuring Bill Bomar flag cancel collection. BNA & US postal history, and stamps. Catalogues: Box 430, Abbotsford, BC V2S 5Z5; (604) 795-2240; fax (604) 795-2324.

LATE SEPT.: **Jim A. Hennock Ltd.** Auction featuring Canada, postal history, foreign. For catalogue: 185 Queen St. E., Toronto, ON; (416) 363-7757, fax 365-9932.

SEPT. 22: **Robert A. Lee Philatelist Ltd.** Donald Bowen Canadian Cancellation Collection. For catalogue: 203 - 1139 Sutherland Ave., Kelowna, BC V1Y 5Y2; (604) 861-1106.

SEPT. 29: **Christie's.** Newfoundland Pence Issues of Dr. Chan Chin Cheung. Catalogues: Colin Fraser or Brian Bleckwenn, c/o Christie's Robson Lowe, 502 Park Ave., New York, NY 10022; (718) 784-1480.

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The President's Page / La page du président



by William G. Robinson

Congratulations to the philatelists of Quebec who sponsored ROYALE 95 ROYAL at Ste-Foy, Quebec from 26 to 28 May. It was a first class show from the official opening by the Lieutenant-Governor, the Honourable Martial Asselin, through the awards banquet, to the closing. There were 174 frames of competitive exhibits, including 34 by juniors. Father Jean-Claude Lafleur, who was elected a Fellow of the RPSC, deserves a great deal of credit for coaching many of these juniors.

Philatelists from Vancouver to St. John's were present, the events were well attended, the awards dinner was excellent, and we even noted many visitors spending considerable time examining the exhibits. Language was not a problem—our hosts were very polite about our adventures into French, and we communicated well. It seems that stamps are a universal language. Let's hope that our participation at CAPEX next year will produce as many happy memories.

This issue of the *Canadian Philatelist* is being produced to honour October as Stamp Month. We welcome the participation of Canada Post in the sponsorship of this issue, and hope that their promotions for the month will benefit the hobby.

By the time you read this, it is probable that my wife and I will have returned from SINGAPORE 95—hopefully with a trunk full of International medals for the Canadian exhibitors. We are looking forward keenly to this first International Exhibition to be held in Singapore, and will give you a full report when we return. There will be ten philatelic exhibitors—six traditional, one postal history, one aero-philately, and two topicals—plus five literature exhibits. We hope they all do well.

The deadline for entries into CAPEX 96 passed on 30 June 1995, and I imagine that Dick Malott has been overwhelmed with Canadian entries. Several interesting themes will dominate this exhibition—including the centennials of the Yukon Gold Rush and the introduction of machine cancellers in Canada. These should lead to some interesting competitive exhibits, as well as some educational invited exhibits.

We expect to have a lounge there at which we can welcome members, as well as visitors from the various Commonwealth societies. We will need many volunteers to staff this lounge over the length of the show, and Michael Nowlan of 514 Gardiner Street, Oromocto, NB, E2V 1G3, has volunteered to coordinate this staffing. If you wish to help your Society with this important work, please contact Michael anytime. We sincerely thank him for his public spirit. The Officers and Directors of the Society will be prominent in greeting everyone there.

Another important work being undertaken by an active member is liaison with Chapters by Raymond Ireson of 86 Cartier, Roxboro, QC, H8Y 1G8. He is looking for ways to bring the Society and the Chapters closer, and to render us both more effective. If you have any ideas, please don't hesitate to contact Ray.

Have an interesting and productive Stamp Month. •

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CAPEX 96 UPDATE. . .

BNA RARITIES AT CAPEX

A special attraction at CAPEX 96 will be a 10-frame presentation of **The Rarities of Canadian Philately.** These 160 pages of priceless gems will be set up in a special area near the lounges of the various Canadian philatelic societies. This will permit both better security and convenient viewing for BNA collectors.

CAPEX organizers have appointed a special committee to oversee the selection, receipt, mounting, and return of the material. The chairman is Mr. Charles Firby, past president of the British North America Philatelic Society.

A special format has been designed for this display. Each item (stamp, multiple, or cover) will be mounted, one item to a page, on specially printed pages created exclusively for this display. Items shown will be returned to the owners on these pages. For uniformity, each leaf will have the owner's comments (subject to editing by the committee) printed on the page in both English and French. The owner of the item will be indicated on the lower right of each page, unless the owner requests anonymity.

There are tentative plans to photograph this display for publication in a large-format hardcover book.

The committee is seeking rarities from all BNA provinces as well as Canada: mint or used stamps, multiples, and stamped and stampless covers. The key criteria for acceptance are philatelic importance, uniqueness, and then condition. As the display will offer a broad cross-section of BNA philately, dollar values will not be the deciding factor.

If you think you have a stamp or cover rarity worthy of display, please submit a photocopy with your description, exactly as you want it to appear in the display, below it. All information must be on one side of an 8 1/2 x 11 sheet of paper. At the lower right of each sheet, include your name, address, and daytime/nighttime phone numbers. At lower left please indicate the insurance value of the item shown.

To be considered by the committee, applications must be received by October 3, 1995. Send to: CAPEX 96 Gems of Philately, c/o Charles Firby, 6695 Highland Road, Suite 107, Waterford, MI 48327-1967 USA.

Owners will be notified prior to November 30, 1995 that their items have been accepted.

The actual items for display must be received by the committee no later than May 1, 1996. Canadian owners will be able to send their items by registered mail to a Toronto address. Items from all other countries must be sent by registered mail to Mr. Firby at Waterford, Michigan. All items submitted will be covered portal to portal by the A.P.S. insurance carrier.

MORE VOLUNTEERS NEEDED

CAPEX 96 offers a splendid opportunity to promote the ROYAL PHILATELIC SOCIETY OF CANADA. Michael Nowlan has agreed to look after the Royal's booth at CAPEX 96, and is looking for help from other RPSC members. He would like ideas or suggestions, but most of all he needs more volunteers from the membership to assist at the Royal's booth during the show. Can you offer two or three hours during the show? Please help out, and contact Michael Nowlan directly at 514 Gardiner Street, Oromocto, NB E2V 1G3.

For other information on CAPEX 96, write to CAPEX 96, Box 204, Station Q, Toronto, ON M4T 2M1.

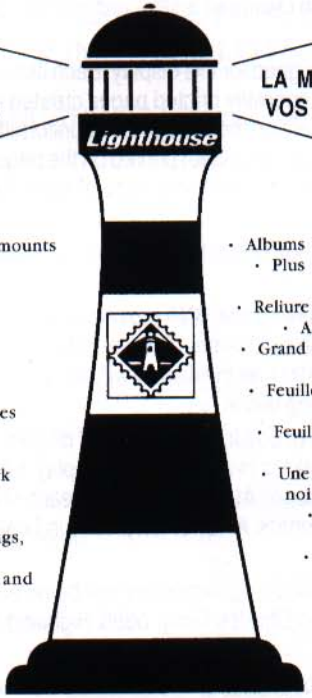
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Fellows of the Society

by Beverlie A. Clark,FRPSC

Allan L. Steinhart

Allan Steinhart, membership number 12553, was elected as a Fellow of the Society in 1988.

Al, a native Torontonian, attended the University of Toronto. Later he was with the Allan Bedding Company Limited. It was not until the mid 1970s that Allan decided to become a stamp dealer. Since that time he has been one of the top postal historians in Canada.

He was a stamp collector all through his early years. At that time his specialties were the Medallion Issue, the Special Delivery issues, and the postal history of Canada. Al's interest in postal history began a long time before its popularity of today. For some time now he has been a serious collector of eighteenth century Canadian covers, and has assembled the finest collection of unusual stampless and pre-stamp covers to and from British North America. Another of his long-time interests has been World War I censorship in Canada and he is recognized as a leading authority on the subject.

Throughout the years he has exhibited at all levels of exhibitions, and a number of his collections have won Vermeil awards or higher at the international level. He has also exhibited some of his collections, when invited, in Courts of Honour.

Al has authored three handbooks on philatelic specialty topics: *Civil Censorship in Canada during World War I; The Postal History of the Post Card in Canada, 1871-1911;* and *The Admiral Era: A Rate Study, 1912-1928.* He has also contributed to a number of other authoritative published works. For a number of years he edited *The Klussendorfer,* the newsletter of the Klussendorf Collectors Study Group. In addition, he has written numerous articles for various philatelic societies.

As well as being honoured with a Fellowship from The Royal Philatelic Society of Canada, he is a member of the British North America Philatelic Society and was inducted into the Order of the Beaver, the highest honour BNAPS bestows on a member. He is also a member of the Postal History Society of Canada, the American Philatelic Society, and specialist societies such as the Toronto Collectors Club, the Philatelic Specialists Society of Canada, the War Cover Club, the Collectors Club of New York, and the postal history societies of the United States and the United Kingdom. He also belongs to a number of local stamp clubs in his region, and supports many study groups. He is a member of the Canadian Stamp Dealers' Association and the American Stamp Dealers' Association.

Al still resides in Toronto, and on almost any weekend he can be found participating in some show in the vicinity. •

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by Hans Reiche

CANADIAN PRECANCELS

A total of 21 different coil stamps have been precancelled. Coils or rolls, when complete, have a starting and end strip. These strips are usually made from a paper differing in type and colour from the paper used for the stamps. The precancel on these strips is not always in black, as it is on the stamps.

It would be useful to record what actually exists. The information of interest is: colour of the strips, colour of the precancel, and other markings on the strips. The number of blank pieces on each strip is not important as these may be found from just a few to more than ten for a particular precancel coil. Collectors who possess these items might like to report them to this column for future listing.

PRINTING PLATES

In the early years of printing stamps, the printing plates were fastened to the printing press by various means, depending on the machine used. The following, with illustrations below, are a few of the early methods.

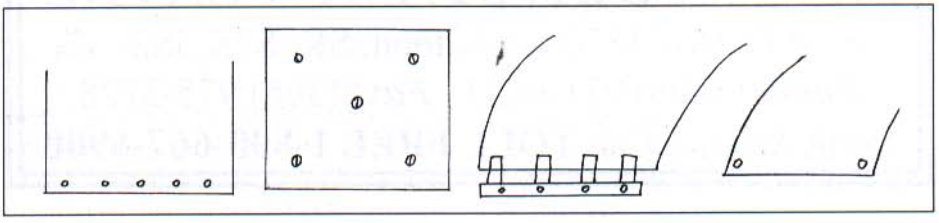
The flat plates were mounted by a row of screws onto the press. For example, The Queen Victoria Numeral proofs show on some examples the row of holes that were used for mounting. In other cases, the flat plate was held in position by a metal strip specially designed to prevent the plate from moving. The flat plate used for overprinting some of the precancelled stamps hadscrews embedded into the plate at various places, and these were mounted on a wooden base. The screws sometimes became loosened during printing, protruding up, and showing as the so-called nailheads on the precancelled stamps.

The cylindrical plates used on rotary presses were either mounted on the edges of the cylinder by screws, or the cylinder was held in position by a fingered type bar mounted on the press. Large proof sheets of the Wilding Issue, as late as 1954, show the impression of these holes where the plates were mounted. They appear as colour dots in the bottom margins of the proofs.

EUROPEAN CATALOGUES

Most of the specialized European catalogues are now out. These reflect a much more sound pricing and arrangement policy than the Scott catalogues. The *Michel Germany Specialized* reflects the market very well, and every year new major additions to the catalogue are being made. Not only are new findings reported, but typographical errors and other mistakes are being corrected. This is not the case with Scott, which continues to list mistakes from one year to the next without making corrections.

It is worth noting that many sales circuits are making use of these preferable European catalogue prices as the base for sales. Even the numbering systems are being used instead of the often useless Scott numbers.



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UNDER THE HAMMER

.... with Dean Mario

The stamp market continues to be strong. Quality, specialized sales are as popular as ever. Victoria Stamp Company's first public auction of selected Commonwealth material was held on March 20-21 and was a resounding success. Tempting seldom-seen items from the Harry Whitin "Keyplate," "Derby"British America, and Reid Shaw Falkland Islands collections were offered to an eager audience and postal bidders.

Shaw's Falkland material was an impressive array of philatelic rarities. Lot 66 contained an 1891 1d Red Brown Victoria strip of three on cover to England (one stamp having the half-penny surcharge on bisect). Estimated at $2000, it sold for $2420 (prices include the 10% buyer's fee). One of the scarcest of Falkland Island cancels, the parcel roller on cover, was offered in lot 192 and was estimated at $2500. Until 1985, when this cover was discovered, no examples of this cancel had been known on cover. It went to a new home for $2090. This is a choice cover.

Many of the more familiar and attractive Falkland 1933 Centenary Issue stamps were also offered for sale. The 5/- Black and Yellow-Orange King Penguin in mint LH condition (lot 406) was estimated at $800 and sold for $935. A registered cover to Switzerland with this issue attached)lot 408) sold for $1100, lower than its $1750 estimate. A used £1 Black and Carmine King George V single was purchased for $1375 against a $1250 estimate.

The "Derby" British America collection also held some beautiful surprises. A mint Bahamas 1916 5d Queen's Staircase with the Special Delivery double overprint, one inverted variety (only 120 exist) was illustrated in colour on the front page of the sale catalogue (lot 1405). Estimated at the 1994 Stanley Gibbons value of £950, it sold for $715. Lot 1632 had a scarce Grenada tête bêche mint pair of the surcharged 1892 2d on 6d Victoria Postage Due Issue (with rough perfs). The pair sold for $1375 although only estimated at $600. Two amazing Leeward Island rarities could be found in lots 1685 and 1686. Each contained a different mint NH error of the 1938-51 £1 Black and Violet King George VI Issue. Only 60 of each error exist. Lot 1685 featured a margin copy with its watermark sideways. It sold for $3080 against a Stanley Gibbons value of £2500. Lot 1686 had an example with the watermark inverted. Estimated at $1500, it found a willing buyer at $2530.

The Harry Whitin Keyplate collection was a wonderful study of rare and unusual printings of Bermuda, Leeward Islands, Malta, and Nyasaland issues. Lot 782 contained a 1920 Bermuda 2/- King George V Ultramarine and Violet mint single with the watermark reversed error (only 60 copies known). Estimated at $750, it reached $1375.

Another rare item, a complete sheet (only 112 printed) of the Bermuda 2/- King George VI 1940 Reprint in lot 1062, was estimated at $5000. Spirited bidding saw it close at $7150.

Very few Canadian lots were offered in this first public sale. Nevertheless, lot 1568, a 1969 Queen Elizabeth II Centennial part imperf coil of four, was still desirable. It sold for $209 and was estimated at $250.

Although Victoria Stamp Company has offered collectors quality items from the British Empire exclusively since 1962, this was its first public auction. Given the quality of these collections offered, and the firm's superbly illustrated catalogue, future sales participation by all collectors of this material would be highly recommended. The firm can be contacted at P.O. Box 745, Ridgewood, New Jersey 07451, USA, by telephone at (201) 652-7283 or fax at (201) 612-0024. •

Mr. Mario encourages correspondence from readers, as well as catalogues and prices realized lists from auction houses. He may be reached at 933 Dudley St., Saskatoon, SK S7M 1K8.

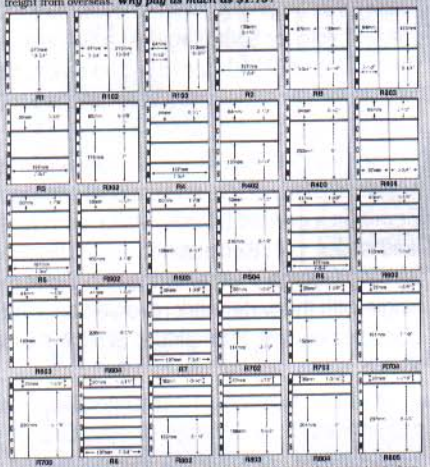
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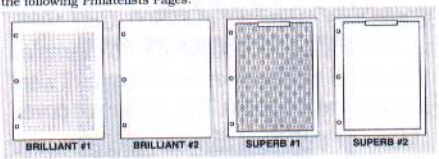
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Philatelic Commentary by Basil Stead

Having launched Louisbourg, a set of stamps with no printed values, we move on to Historic Land Vehicles. Of course, the inscriptions are bilingual, but you can't translate a trade name, so Massey Harris and Bombardier are on the selvedge, if it can still be called that. The unusual and mysterious thing about these stamps are the very small dates printed on the right side of the background. In most cases, a date printed in this manner on a stamp indicates the date of issue, But here we have a date relating to when the vehicle depicted was made. In a rather confusing way, this is explained in Canada Post Corporation's publication *Canada's Stamp Details*. The number "3" on the selvedge refers to the third set of historic land vehicle stamps. Not everyone knows that!

The next set was of local interest in that our Riverside Golf Club here in Saint John is included in the set of five golf stamps. The local newspaper printed the name wrong, but that was soon corrected. First day covers were cancelled in Oakville, Ontario. A letter appeared in the *Times Globe* written by a local golf club member telling us what a beautiful place it is, but where is it? Apparently there is also a Riverside course in Saskatchewan.

Anyway, the stamps are bright and colourful, although the small clubhouse vignettes could have been omitted. Our Riverside clubhouse is far from attractive. The launching at our country club was a pleasant occasion, with coffee, tea, sandwiches, and cakes. The club president introduced the Canada Post Corporation representative who gave a short speech. About 140 first day covers were sold, as well as the stamp booklets. Both the young golfers as shown on the stamps were on hand, and they were kept busy autographing first day covers.

Regarding these golf stamps, two points were brought up. One is that more consideration should be give to geographical locations. The other is that at one time only deceased people could appear on Canadian stamps.

No set of stamps has created as much local interest as this golf set. People were buying first day covers who had never heard of them before.

June was a busy month for philatelists, and with golf absorbed we next have the Group of Seven and Lunenburg. It is a pity the two issues came out at the same time. We will discuss Lunenburg first. The stamp is a busy piece of paper. The Academy building may have some artistic beauty, but that has been ruined by putting a ship's hull underneath, a hard-to-read architectural drawing to one side and a red line running down the middle of the stamp. Even the shades of blue and green give each other a hard time. To what do they relate? The building itself could have been spared had it taken up the whole stamp surface. No doubt it may have some charm, but mansard roofs look better on stone buildings.

Perhaps more thought went into the preparation of the Group of Seven set. Being handed an attractive envelope over the counter by the postal clerk was a pleasant surprise, almost a shock! What was I getting? I'll have to give Canada Post Corporation full marks for such a fine addition to my Canadian stamp collection.

Breaking up the set into three miniature sheets was a good idea, but the selvedge contains the rest of the story. The portraits could have been larger and printed on the same side of the stamps as their dates. I was surprised that Tom Thompson was not included in the set, as his paintings are perhaps the best known.

It is interesting to note that it took 25 years for Canada Post to get around to producing some real Canadian art on stamps. In 1970 Lismer's *Isle of Spruce* was produced on a six cent stamp and in 1971 Emily Carr's *Big Raven*

appeared on another six cent stamp. Both were rather insignificant efforts. In 1981 three art stamps were issued, and other than completing one's collection, they were not popular. The designs are nicely presented in this year's set, and having the attractive booklet about the Group of Seven was a novel idea.

For anyone interested in the Group of Seven the Ryerson Press of Toronto published a number of booklets on the subject. Philately is becoming an interesting hobby!

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BNAPS — *The Society for Canadian Philately*

Vignettes of Early British North American Postal History

by J.C. Arnell, F.R.P.S.C.

XLI. Problems with Winter Conditions between Quebec and Halifax

The Post Office transcripts in the National Archives in Ottawa contain correspondence between the B.N.A. Deputy Postmaster General and the G.P.O., London reflecting several occasions when the winter conditions interfered with the transportation of the Mails between Quebec and Halifax, the transatlantic packet terminal. Letters carried on these occasions can be identified by studying the datestamps and other markings on them. This is illustrated in one of these situations.

Lost on the River Ice

While there were a number of occasions when road and river ice conditions or weather delayed the Mails and on occasion threatened their loss, there appears to have been only one major accident where they were thought to be lost. This happened on Friday, 9 December 1842, just after the Mails had left Quebec for the overland journey to Halifax to connect with the *Columbia* on 18 December.

In reporting the above accident to London on the following day, Stayner gave the following details:

> In attempting to cross the St. Lawrence opposite this City with the Mails for England yesterday afternoon, the moving Ice caught the Boat in which it was contained and crushed and overwhelmed it The Carriers and Boatmen narrowly escaped with their lives and succeeded in rescuing 7 Bags of Newspapers—but all the Letter portion of the Mail, so far as I can at present understand from the accounts which have reached me is I fear irrecoverably lost. I have however sent Boatmen down the River to ascertain if any trace off the Boat or the Mail Bags is to be found and probably before it is necessary to despatch this letter, I may have learnt something conclusive on the subject.
>
> In order as far as possible to repair the consequences of this disaster, I shall detain the Carriers until 2 o'clock today and in the meantime shall receive all Letters that may offer which I shall make up in a fresh Mail—I am also sending off an Express to Montreal with the intelligence, to afford the Merchants and others in that City an opportunity of forwarding duplicated of their lost letters via New York and Boston.
>
> As regards my own letters, I am copying as many of them as time will permit,

between this and 2 o'clock. The Portmanteaus containing the letters being heavier than the other Bags, were placed in the bottom of the Boat, the Newspaper Bags lying over them were got at and saved—but as I have said the letter Bags could not be rescued. I have reason to think that besides Government despatches, some large packages of Accounts belonging to the Public Departments particularly the Commissariat, are lost.

2 oClock—The Boat men have returned without having succeeded in their search—neither the Boat nor the Mail bags can be found.

Three days later, on Monday afternoon, Stayner wrote a second, hurried letter to Maberly to tell him

> that the whole of the missing bags (with the exception of one bag of Newspapers) have just been brought to me by some Habitants who discovered the same yesterday afternoon upon the floating Ice about seven leagues below this City— The recovery has been most extraordinary—the bags had been shoved upon the Ice and were found quite sound and dry.—As there is an uncertainty of getting to Halifax in time for the packet—I have determined to send the bags by an Express on to Boston the travelling by that Route being more settled at this moment than by the other, and a Messenger will accordingly start immediately.—There are three bags.

On 16 December, George W. Gordon, the Boston postmaster, sent a receipt to Stayner, which read:

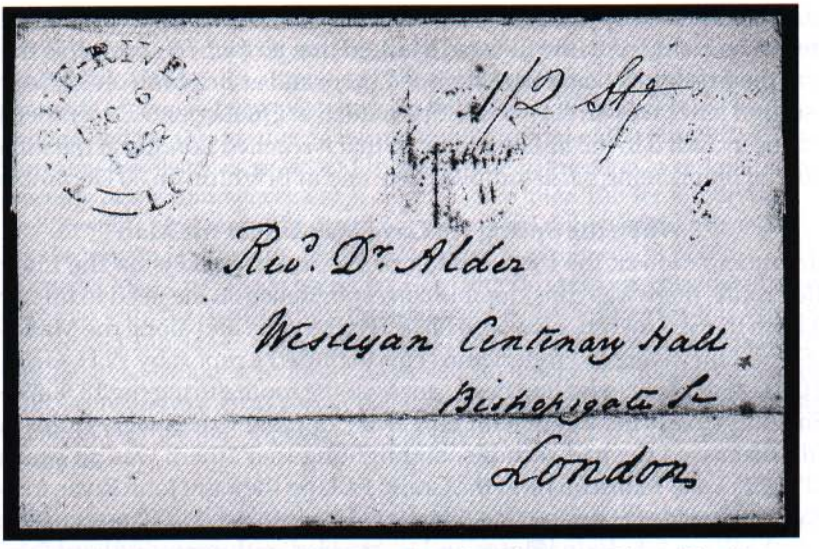
> Received of Mr Charles Hough, Express Messenger from Quebec, Two Portmanteaus of Letters, one directed "London" and the other "Liverpool"—and one Bag Newspapers directed "Liverpool and London", all of which I caused to be delivered on board the Royal Mail Steamer *Columbia*, to leave this port for Halifax and Liverpool, in charge of Lieut. Ambrose, Royal Navy, & Mail Agent attached to said Vessel.

When he sent this receipt on to Maberly on 24 December, Stayner reported that Hough

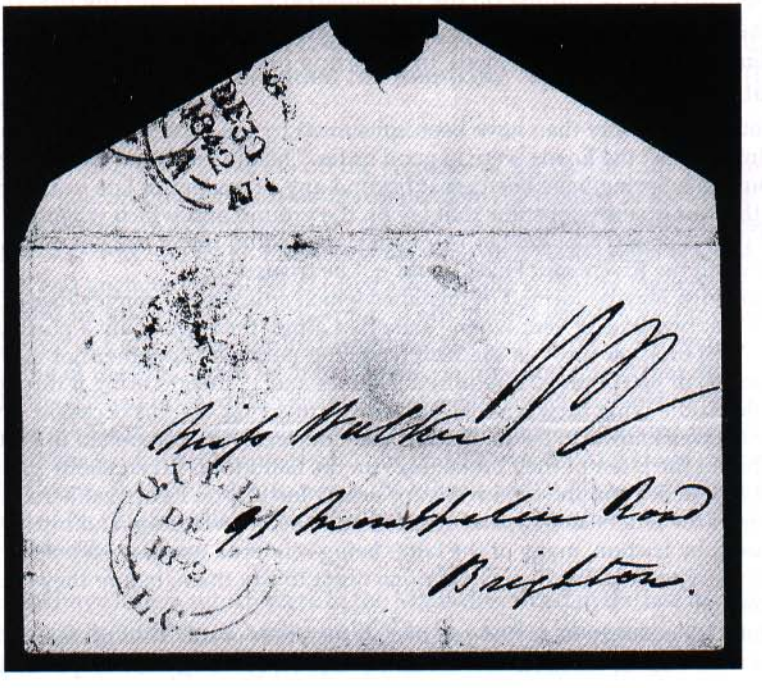
> reached Boston within an hour or two of the Packet's sailing—the travelling by the Rail Road on part of the Route thro' the State of Maine was stopped by the snow, and he appears to have used great exertions to execute the task intrusted to him.

In passing this information to the Postmaster General on 19 January 1843, Maberly observed that:

> the portion of the Canada Mail recovered from the Ice and forwarded by Mr Stayner through the United States reached Boston within 4 days—being two days less than the average time occupied in the transit of the Mails between Quebec & Halifax at this season of the Year: a circumstance which is worthy of observation, as it bears strongly upon the several points at present at issue on the subject.



The two covers illustrated here are related to the above incident. The first one was mailed by R.L. Lusher, missionary at Three Rivers, L.C., on 6 December 1842; being unpaid, it was marked with 1*s*.2*d*. Stg. postage due. It would have been included in the mail bags which were lost on the river crossing from Quebec, found and sent by special courier to Boston, where they arrived just before the *Columbia* sailed on 16 December. Being in a closed bag for London, this letter was backstamped there on 30 December, a day after the steamer arrived at Liverpool.



The second letter was an early envelope mailed at Quebec on 9 December, just in time to be included in the ill-fated Mail, so that it reached London at the same time as the first letter, being backstamped there and at Brighton on 30 December. The second letter was an early envelope mailed at Quebec on 9 December, just in time to be included in the ill-fated Mail, so that it reached London at the same time as the first letter, being backstamped there and at Brighton on 30 December.

When the Spring Ice Gave Way Under the Mail

In anticipation of the introduction of the steam packets on the Liverpool-Halifax route, there was considerable correspondence on the need to improve the road from the St. Lawrence River to Lake Temiscouata and along the Madawaska and Saint John Rivers to Fredericton. This included a report by W.H. Griffin, the Post Office Surveyor, who had been sent over the route during the 1838-39 winter by Sir John Colborne, Lieutenant Governor of New Brunswick. In his report, Griffin discussed the bad sections, highlighting that "there was no practicable Road" from Lake Temiscouata to the Grand Falls on the Saint John River, a distance of ninety miles. He explained that "the travel is performed in Canues in Summer, and on the River & Lake in Winter, and is attended with excessive hardship in the Spring and Fall of the year."

There are earlier reports of individual incidents where the mail couriers experienced almost impossible conditions in getting the mail bags in the in their charge over this route.

Early in 1842, the mail was nearly lost on the Saint John River on its way to Quebec in a way that might have been forecast by Griffin. The 5 April Mail from Liverpool arrived at Halifax on the *Britannia* on 18 April, and the first portion of it was sent off by an extra courier. It did not reach Quebec until 29 April, having been ten and a half days in transit. In reporting on this on 6 May, Stayner pointed out that this was

> about 4 days more than have been consumed by the expresses during the late Winter whilst the Roads were in good order. The difficulties of the Halifax Route this Spring have been great beyond any precedent of late years, owing to the vast quantity of snow that lay on the ground and which when the thaw set in was so soft that neither Horses nor men could travel upon it, whilst the Ice upon the Rivers and Lakes could not be trusted to.
>
> Some idea may be formed of the labor which advents the conveyance of the Mails at this time of year when I state that altho' there was only a portion of the Mail brought thro' on the 29th weighing perhaps altogether not more than 700 or 800 pounds, it required 3 horses and 12 men to bring it thro' part of the Route lying between this and New Brunswick. On this occasion, altho' the ice was known to be dangerous, the Couriers were compelled to go upon it, but in the attempt they broke thro' on the Saint John River, about 250 miles below Quebec and the Mail was very nearly lost! Upon its arrival here, several Bags of the letters and Papers were found to be in a wet state and much injured by friction, many of the latter being rendered useless.—it was necessary to hold the Papers over one night to dry them, before they could be remailed.
>
> I think it necessary to advise you of circumstances of this kind occasionally, tho' I do not regularly do so—that you may not be altogether surprised at the

complaints which reach you of the failure of newspapers to and from Canada and of the delays which at certain seasons of the year attend the transport of our English Mails. Such a cause as I have just mentioned, may prevent hundreds of papers from ever reaching their destinations, yet there really is no one to blame for this, for no means at the disposal of the Post Office can overcome the obstacles presented by this Route in question at certain times—generally at the commencement & close of the winter. The second division of the *Britannia's* Newspaper Mail did not arrive here until the 5th inst: and this day the remainder came in. I have ascertained that the weight of the *Britannia's* Mail for Canada exceeded a Ton, but this was not considered a very large one:—By the *Acadia* which brought out the *Caledonia's* Mail this Winter, we received altogether 44 bags and sacks of Mail matter, not less probably than 160 Bushels, and it is utterly impossible to transport thro' the Wilderness (which constitutes a great part of the distance between Quebec & Halifax) such an enormous bulk and weight, with the celerity which the Public now demands.

Stayner concluded by stressing that he was reporting this not as a complaint, but to inform the government and public, so "that the P.O. may not be blamed (as is too frequently the case) without cause."

Caught in the St. Lawrence River Ice

Of quite a different nature was the difficulty experienced by the *Unicorn* on her first voyage to Quebec in the spring of 1844. The *Hibernia* reached Halifax on 3 May with the 19 April Mail and the *Unicorn* sailed at midnight of the same day, having cleared for Quebec on 30 April in anticipation of the *Hibernia's* arrival. The trip took seven days and six hours, which was about double the usual time. Walter Douglas, her captain, added the following explanation to the Time Bill accompanying the Mail:

At 2 A.M. on the 5th Hove too off the entrance of the Gut of Canso—strong Easterly gale and thick fog afraid to run being in the vicinity of Ice At 2 P.M. the Fog cleared away proceeded for the Gut passing through detached pieces of Ice—At 5 P.M. the Ice so heavy that we were obliged to seek a place of safety, and anchored in McNairs Cove after having seriously injured one Larboard paddle wheel—The morning of 6th Ice still very heavy. I proceeded to the top of Cape Porcupine and could not see clear to the Northward—The morning of the 7th I again went to Cape Porcupine and found that during the night the Ice had opened into channels the wind having changed to the South—At Noon proceeded to work through which we succeeded in doing by 8 P.M. after having broken nearly all our paddle boards At 9 Hove too off Cape George in clear water, to repair the wheels and at 11 started taking the Straits of Northumberlland the other passage to the Northward of P.E. Island being blocked with Ice.

I do not have letters which were in the Mails described in the last two incidents. Perhaps some reader does and would like to send a photocopy to the editor, whom I am sure would be happy to reproduce it in a future issue. •

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RPSC PHILATELIC RESEARCH FOUNDATION



SRPC FONDATION DE RECHERCHE PHILATÉLIQUE

by/par James E. Kraemer, President/président

BOARD OF DIRECTORS ANNUAL MEETING — MEMBERS ANNUAL MEETING

The Board of Directors Annual Meeting, as well as a meeting of members of the RPSC Philatelic Research Foundation, took place at Hotel Plaza, Ste. Foy, Quebec on May 20, 1995 during the ROYAL 95 Show.

The Board of Directors, consisting of Michael Madesker, Downsview, Ont.; Richard Malott, Nepean, Ont.; Denis Hamel, Toronto, Ont.; James Kraemer, Ottawa, Ont.; and Charles Verge, Ottawa, Ont., were elected directors for the next year. Messrs. William Robinson, Vancouver, B.C. and Keith Spencer, Edmonton, Alta., as President and First Vice President of the Royal Philatelic Society of Canada are automatically elected directors ex officio.

Richard Malott, Charles Verge, James Kraemer, and Richard McCorkell were re-appointed to the Foundation's Steering Committee.

The Foundation's financial statement showing a surplus of funds of $19,165.00 as of December 31, 1994 was approved. Future plans were discussed, including active participation at CAPEX 96 next year in Toronto.

FOUNDATION NEWSLETTER

In order to keep members of the Foundation informed of activities and plans, all members of the Foundation will soon receive the Foundation's newsletter. The editor of the newsletter will be Eddy Consenheim of Toronto, Ontario. Initially two issues per year are planned. The newsletter will be a forum for your questions, suggestions, and enquiries.

COLLECTIONS DONATED REACH $50,000.00

The President announced at the Annual Meeting that donations of collections, philatelic literature, and material to the Foundation have surpassed $50,000.00, with many donors making second and third donations. A donation of a collection to the Foundation is beneficial to all concerned. The collection is appraised professionally at its replacement value. The donor has the option of accepting the Foundation's appraisal or having the collection returned. The donor receives an official receipt for income tax purposes. The Foundation then sells the collection, usually by auction, and the funds go into the Foundation's treasury. Collectors gain by having the opportunity of acquiring the items offered for sale for their own collections.

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For further information contact the CSDA at the address above.

A TRIP ON THE MONTREAL & TORONTO R.P.O.

by Michael Millar, F.R.P.S.C.

(From 1856 until its discontinuance in 1971, the Montreal & Toronto R.P.O. served as a major link in the Canadian postal system. This an account of a typical eastbound run in the last months of this R.P.O. by a former employee of the Railway Mail Service.)

It's 11:30 pm (2330 in Railway language) and at the east end of track 8 in Toronto's Union Station, at the head end of Train 58, stands the postal car. Inside, the five man crew has been at work, on and off, for the past five hours. During the evening the working mail for the Railway Post Office comes up to the car intermittently. But after 11 pm the mail arrives in a steady stream and the clerks are hard at work to keep ahead of it. One clerk, whose job it is to open the bags and dump their contents on the sorting table, sorts out the bags as they come onto the car. He makes sure that the bags containing registered mail are opened first so that the register clerk has all his registered mail sorted and entered on the letter bills well ahead of the first mail stop at Oshawa.



The author at work at a sorting case in the mail car on Train 59 at Montreal, 7 June 1970.



Our office on wheels—mail car 7822 on Train 58, eastbound at Cornwall, Ontario at 6:00 am on 11 June 1970. This car dates from the 1930s and was formerly assigned to the Winnipeg, Rivers & Saskatoon R.P.O. It came east after the W.R. & S. was discontinued and became one of the regularly assigned cars on Trains 58 and 59. It was one of a series of 20 cars numbered 7810 to 7839. The letter slot can be seen near the centre of the car.

From outside comes the throbbing pulse of idling diesel engines, followed by a jarring crash as the locomotive units slam into the coupler knuckle of the mail car. The car lurches ahead as the engineer moves the units to make sure that the knuckles are closed and things settle down again in the car. The last load of mail is now coming into the car: the final bags from Terminal A and the highway service bags from Brantford and Woodstock. A bell starts to clang on the next track and Train 48 to Ottawa starts to pull out. Someone yells at the Ottawa mail clerks as their mail car slides past and then they are gone. It is 2345 and in 10 minutes we will be on our way. The despatcher comes to the door with the bag count sheet for the clerk in charge. This sheet tells the chief how much mail is piled in the combination end of the mail car and in the baggage car. Soon it is 2355 and ahead lies Montreal, seven and a half hours and 335 miles away.

Now the bell starts to ring on our lead diesel. There is a slight hiss as the brakes come off, the drawbar spring under the end of the car creaks as the units start to draw, and slowly we start to move. Over Yonge Street, off track 8 and we start to swing onto the main line. There is a slight check as the engineer road test the brakes and then he opens up the throttle and we pick up speed. Over Jarvis, Parliament, and Cherry Streets, past the large neon signs extolling the virtues of Dominion Stores and Gooderham and Worts whiskey. Past the Don railway yards and over the Don River, between Lever Brothers noisome premises, around the "S" curve by the old Riverdale station and over Queen Street. We are now on the long drag up to the Danforth station and if we are going to have engine trouble this is where it will show up. I remember once taking 45 minutes to get up to the Danforth when one of our two units packed up just as we were getting clear of the station. We dragged our way up as far as Scarborough and sat there for a while

until a freight train came along and we could get a unit from him to get us going again. No problems on this trip, though, and we shoot under the Main Street bridge and past Danforth station ten minutes out of Union Station.

In the mail car there has been no let up in the work as this is the busiest part of the trip. We try to have all the bags opened and sorted by the time we pass Whitby, but as we receive mail from some sixty post offices with many of them sending more than one bag, this is not always possible. By now we have gone over Warden Avenue and are gliding down the long hill to Guildwood, our first stop, 20 minutes from Toronto. Out of Guildwood the train accelerates rapidly and we have to brace ourselves against the motion of the car. The last of the first class bags is up on the table and the dumper turns his attention to the ten or so bags of newspapers which have been left until the end. The register clerk hands over the bills for the first despatch to the letter clerk for him to tie the letters to. Besides Oshawa, mail for Ajax, Pickering and Whitby is also put off at Oshawa to be sent back to those post offices by truck. Train 59, our counterpart from Montreal to Toronto, also despatches to these offices, as well as to West Hill, and all this mail is in time for the morning delivery.



Other mail cars: (Top) No. 7780 leaving Toronto on Train 50, the Lakeshore, the morning train to Montreal. This car dates from the early 1920s. The R.P.O. on this train terminated on 3 January 1970. All mail cars had a letter slot in each side to enable the public to mail letters at station stops. On cars with a 30-foot R.P.O. section, such as this one, the slot was located below and to the right of the third window from the door. (Bottom) Mail car 7854, the last mail car built for Canadian National, dating from the late 1940s. No. 7854 occasionally ran on the Montreal & Toronto and Toronto and Capreol R.P.O.s, but was usually assigned to the Toronto, London & Sarnia R.P.O.on Trains 158/159. It remained in C.N.'s old green, black and gold colours until the end.

The whistle blows, the first time it has done so since leaving Toronto, and we know we are at Whitby. We pass Dunlop Rubber and the train starts to slow down. We have to cross over to the westbound track as there is only one platform at the new Oshawa station. The car heels over, first one way and then the other as we go over the switch, and then we are rolling down the platform past the station building and jerking to a stop: Oshawa, 45 minutes out of Toronto.

We despatch the mail to the courier and receive two or perhaps three bags from Oshawa. Two toots from the whistle, the bell starts to ring and we are moving away from the station. The train crosses back over to the eastbound track, rolls by General Motors, and on into the night.

Our next stop is Port Hope, some 30 minutes away, which will give us a chance to get finished. The register clerk passes over the Port Hope registered mail and, his own work caught up for the moment, moves over to help the letter clerk, who has been sorting for the past two and a half hours. The letter clerk uses 12 rows of separations on the left side of the sorting case. The register clerk uses 12 rows on the right side: four or five rows for sorting the Quebec Province letters, which he will do later, and the rest for sorting his registered mail. This leaves four rows in the middle of the sorting case free and into these four rows, 44 separations, the letter clerk has set up an auxiliary or pony case as it is referred to in mail clerk jargon. This case only has the offices we despatch on at Belleville plus the larger places such as Kingston, Brockville, and Cornwall. It is only used as an overflow to help the letter clerk get finished. He sorts all letter packages labelled Montreal & Toronto, Kingston & Toronto, Belleville & Toronto, and, because we make up bags of mail for most of the post offices served by the distribution centres at Belleville, Brockville and Cornwall, he also sorts letter packages labelled for those offices as well. If he has time he will also sort packages of letters for New England states and U.S. eastern states as well as packages for the Maritime Provinces. As mentioned earlier, the register clerk sorts the Quebec Province letters.

The letter and register clerks between them get the Belleville letters finished. The letter clerk turns to ask the clerk in charge if he wants to start closing out the Belleville despatches and gets a nod from the "chief." Then the Port Hope letters are passed over and the bag is closed, locked, and placed in the south door. It is followed by the bag for Cobourg, and then we start on the Belleville despatches.

Opposite, top: The working area of the car was 9 1/2 feet by 30 feet. This view shows the interior of car 7822 looking forward from the doors the letter case. Clerks Jack Smith and Ray Wood are tackling the Christmas rush on 20 December 1969 as the car leaves Montreal on Train 59.

Opposite, middle: Car 7822 on Train 58 at Toronto on 29 October 1969. Frank Russell with Clerk in Charge Walter Judson beside him work the table. Russell was the crossing assistant who went to Belleville on Train 58 and returned to Toronto on Train 59.

Opposite, bottom: Cramped quarters on car 7847 between Cornwall and Brockville, 19 March 1971. Clerk in Charge Walter Judson and Arthur Huggins (back to camera) check off bag labels. Behind them at the letter case are letter clerk Paul Bourassa (left) and register clerk Jim Saunders (right).



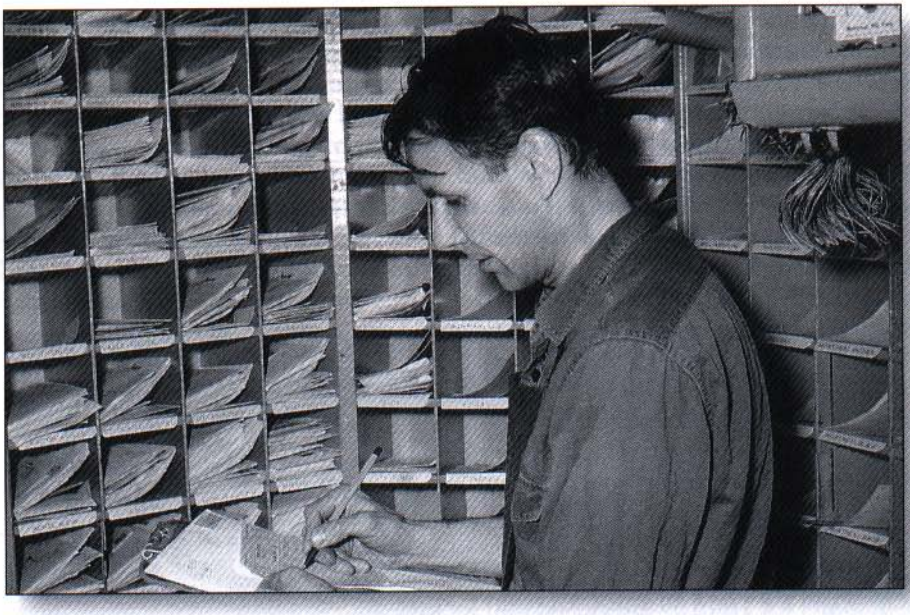
First we work the bags on the front of the rack: Bloomfield, Carrying Place, Consecon, Hillier and Wellington, followed by Bowmanville and the Canadian Forces Base post office. Trenton, Picton and Napanee join the growing pile of bags in the north door of the car.

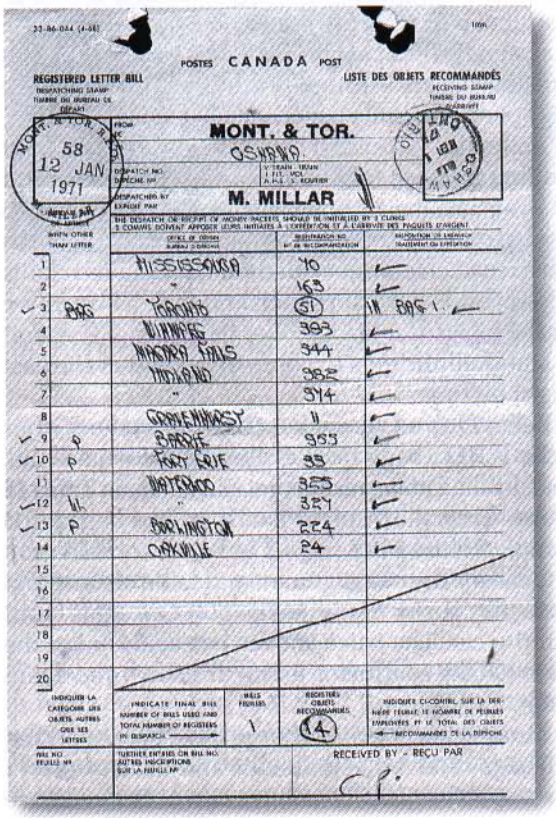
The train slows down and stops. It is too soon for Port Hope, so we must be stopped at Clarke to let the piggyback freight train go past us. This gives us a break for it is much easier to work when the train is standing still. We hurry and drop the rest of the bags: Brighton, Colborne, Astra, Bancroft, Campbellford, Newcastle, Peterborough and Hastings. Now we can hear a faint hum that grows increasingly louder until, with an earthshaking roar, the piggyback train flashes past us, running close to 80 miles an hour. In a matter of seconds he is past and the sound dies away to a whisper and then is gone. When his caboose clears the next section of track we get a yellow signal light and we too are on our way again.

The brief stop has enabled us to drop the rest of the Belleville mail, and the bags for Napanee Forward, Frankford, Batawa, Warkworth and Stirling have joined the rest of the bags in the north door. Unless we get put on track 14 at Montreal, we won't be using that door again on this trip.

Now all we have to drop are the last bag for Belleville and the bag for the westbound train. We have accumulated quite a bit of westbound mail since we left Toronto, and this is despatched to Train 59 at Belleville. They have despatched a similar bag for us, which we will pick up at Brockville. With the Belleville despatches out of the way the letter man is starting to work on the Brockville and Cornwall Forward letter packages and the register man starts to mark up his charge sheet. This is like a balance sheet. He enters all the registered items he receives on the left side of the sheet and all his despatches on the right. At the end of the trip the columns have to come out even, or we will find ourselves with all the register bills spread out on the table, playing bingo we say, trying to find out what is wrong. It usually turns out to be the same registered item entered on the bill twice or a wrong total put down on the sheet. Very seldom does a registered letter get lost, and when one considers that the Montreal & Toronto R.P.O. is handling somewhere in excess of 3,000 registered items a week, this is a pretty good record.

While the register and letter clerks are busy, the clerk in charge is doing his paper work, entering on his charge sheet the number of mail bags opened and sorted on the mail car (usually about 125). As well, he makes out the bag count sheet for the table clerk whose job it is to go through to the combination section of the car and assist the C.N.R. baggageman with despatching the bags piled there by the transfer staff at Toronto. There are separate piles for each stop, and also piles for Montreal City and the East. If we get too much mail for the combination section we can take space in the baggage car, which is next to the mail car. There are usually 80 or 90 bags in the baggage car each night for Cornwall. This is a nuisance as it means that the courier has to back his truck up to three different doors in the train to get his mail: at the R.P.O. and combination sections of the mail car and at the baggage car. Lately we have been sending all the Cornwall mail back to the combination at Brockville to eliminate one move for the Cornwall courier. We don't usually go through to the combination before Belleville, partly because we are too busy and partly because there is not all that much mail to despatch.





Above: Register clerk Michael Millar writes up a registered letter bill in car 7822, prior to the departure of Train 58 from Toronto. The sorting case at the left of the picture is set up for Quebec Province letters.

Left: A registered letter bill, similar to the one being prepared above, for mail from Train 58 to Oshawa, dated 12 January 1971. The straight line marking "MONT. & TOR./M. MILLAR" is an unofficial handstamp ordered by the author to speed up the paper work on this run. At the upper left is the author's circular clerk's mark, and at the upper right is the circular date stamp stamp of Oshawa, the receiving office.

Meanwhile the table clerk and the dumper have been busy hanging small first class bags for the 27 Brockville and Cornwall post offices whose mail still has to be sorted. We don't have enough space in the car to hang bags at Toronto for every post office we despatch mail to, so the mail we get through the night for these 27 offices is thrown into two of the overhead boxes to be resorted later. Even when this is done we are still not finished, as the same thing has to be done with the mail for 13 post offices in Quebec that we didn't have room for before.

Once this is finished the rest of the trip is easy, but ever since this R.P.O. was established in 1856 the heavy end of the run has always been the Toronto end. At one time a 72-foot R.P.O. section travelled on this run. Our section of the mail car is only 30 feet. The rest of the car is the combination storage section.

But back to the present. Around an "S" curve and we draw to a stand at Port Hope: a brief stop while we exchange bags with the courier and the baggageman throws off three or four bags of mail and papers from the combination section.

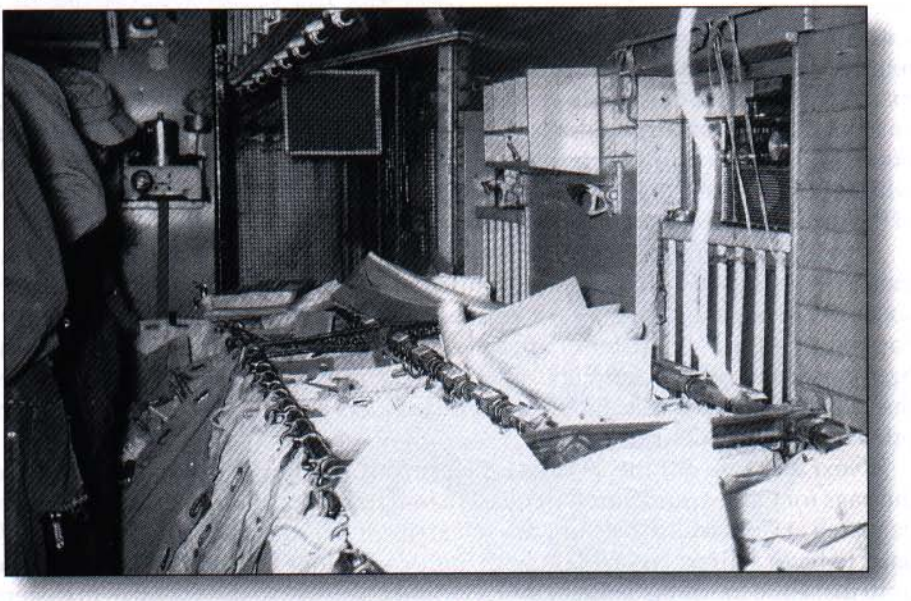
Away we go again, rumbling over the long viaduct over the Port Hope Harbour. In less than ten minutes we are slowing down past the General Foods plant and coming to a stand at Cobourg, where we repeat what happened at Port Hope. A brief flurry of activity while the bag from Cobourg is opened and sorted. The letter man is finished, for the moment, when the last bag for Belleville and the bag of "back mail" for Train 59 are closed and locked.

Now we can relax for 45 minutes until we get to Belleville: time to drink a cup of tea and eat our lunch, have a brief nap or read the paper. The train hurries on through the night. A lighted metal sign flashes past on the south side of the train for Cooey Metal Products. That means we are through Brighton. We can feel the train moving downhill and gaining speed. Presently lights come into view: Trenton, and in ten minutes we will be in Belleville. Around a long curve, over the Trent Canal and into the darkness running at close to 90 miles an hour. The stop at Clarke must have put us behind time and the engineer or "hogger" is trying to make it up. Soon more lights show up outside and the train slows, running down the long hill into Belleville, over two road crossings with their flashing red lights and clanging bells that rise to a crescendo as we approach and fade away as we move past. Now we rumble over the big girder bridge over the Moira River and pull on down past the Belleville station buildings to come to a stand at the east end of the station. It is 2:28 am, right on time.

We have a ten minute stop at Belleville and we are kept busy. First the courier passes in the working mail for the R.P.O.: bags from Belleville, Bowmanville, Campbellford, Napanee, Trenton, and the Ottawa & Toronto R.P.O. from Train 48 that preceded us from Union Station. Then the dumper hands out the bags piled in the north door. When this is completed the truck moves on to the combination door and passes mail bags into the car for the baggageman and table clerk to put on the proper piles. They pass out to the courier the Belleville pile. Once this is out of the way it gives more space in the car. The truck moves out of the way, the baggageman waves his flashlight to tell the conductor we are finished, and again we are moving. Next stop: Kingston.

Back in the R.P.O. section the dumper and clerk in charge have been working their way through the pile of mail bags received at Belleville and the letter clerk and register clerk are busy at their respective jobs. Two miles east of Belleville we

pass the express and freight depot. Train 48 is there, switching express cars. More lights appear in the distance and we slow down. A train flashes by on the opposite track: Train 49 from Ottawa, bound for Toronto. It travels down from Ottawa via Smith's Falls to Napanee and we have slowed while it crosses over onto the main line. A sign in four-foot high red neon letters proclaims our location is Napanee. In the old days, when our train bore the number 18, the crossing assistant used to get off here for the return trip to Toronto on westbound Train 19. But we don't stop. We roll around a curve, past the station, past the Pet Milk plant and the Lennox and Addington County Jail, over the road and river bridges and on to Kingston.



Car 7822 prior to departure from Toronto from Toronto on Train 58, 19 December 1969. This view is from the letter case looking along the bag rack on the south side of the car. Roughly 40 mail bags are hanging in the area shown in the picture. These are the bags to be despatched at Oshawa, Port Hope, Cobourg, Belleville, and Kingston.

In the car we close out the bags for Amherst View, Bath, Gananoque, Kingston City, Kingston Forward, and Sharbot Lake. Collins Bay flashes past on the south side and now we are wondering if we will beat Train 59, from Montreal, into Kingston. When both trains are on time we should meet somewhere in the vicinity of the Rideau Canal at Kingston Mills, five miles east of Kingston. If we get to Kingston ahead of them we have a bag of mail for them, mail wrongly sorted to us in the bags we received at Belleville. If not, then we must take this bag right through to Montreal with us.

The station at Kingston is on the south side of the tracks. If we get in first then Train 59 can come in past us. If they get in first then we will be held outside the station until they leave. We go around the series of curves which mark the approach to Kingston, over a road crossing, and onto the long curve on which the station is situated. It is clear; we have beaten them in. Another bag is hastily closed

and locked, a supplementary bag for Train 59. We come to a stand in the station. This is the halfway point in the trip. The dumper once more despatches the mail from the car and receives the Kingston mail from the man outside. In addition to passing out the mail for Kingston, the dumper starts to hand out mail to be transferred to the combination section. Kingston is a transfer point and the man outside is a Post Office mail handler, not a railway baggageman. While this is being done, the courier has backed his truck up to the combination and is taking Kingston mail off. When this is completed the mail handler moves his hand truck up to the door and passes up mail being sent back from the mail car.

We hear a whistle in the distance and moving to the north door of the car we can see the headlight as Train 59 approaches. The diesels pass in a blast of hot air and fumes. Then comes the mail car. We shout a greeting to the crew and they return it and then they are past. Next comes the baggage car and we greet the baggage man. Then come the day coaches and finally the sleeping cars, 15 or 16 cars in all and an exact duplicate of our own train. We greet the trainmen as they look out of various doors. We know most of them by name and they know us too. Two toots on our engine whistle remind us that we have to get back to work. Next is the slowest timed portion of the trip: 37 miles to Brockville and 50 minutes to do it in.

Once the mail from Kingston is sorted, we get busy to close off the rest of the mail in sequence. We won't get very much more mail now and will only require six or seven bags for the mail we will receive at Brockville and Cornwall. If we happen to receive a register or special delivery for a post office whose bag has been closed it is a simple matter to open the bag up again. First to be closed out are the 18 bags for Brockville and the post offices served from there. These bags are piled in the south door.

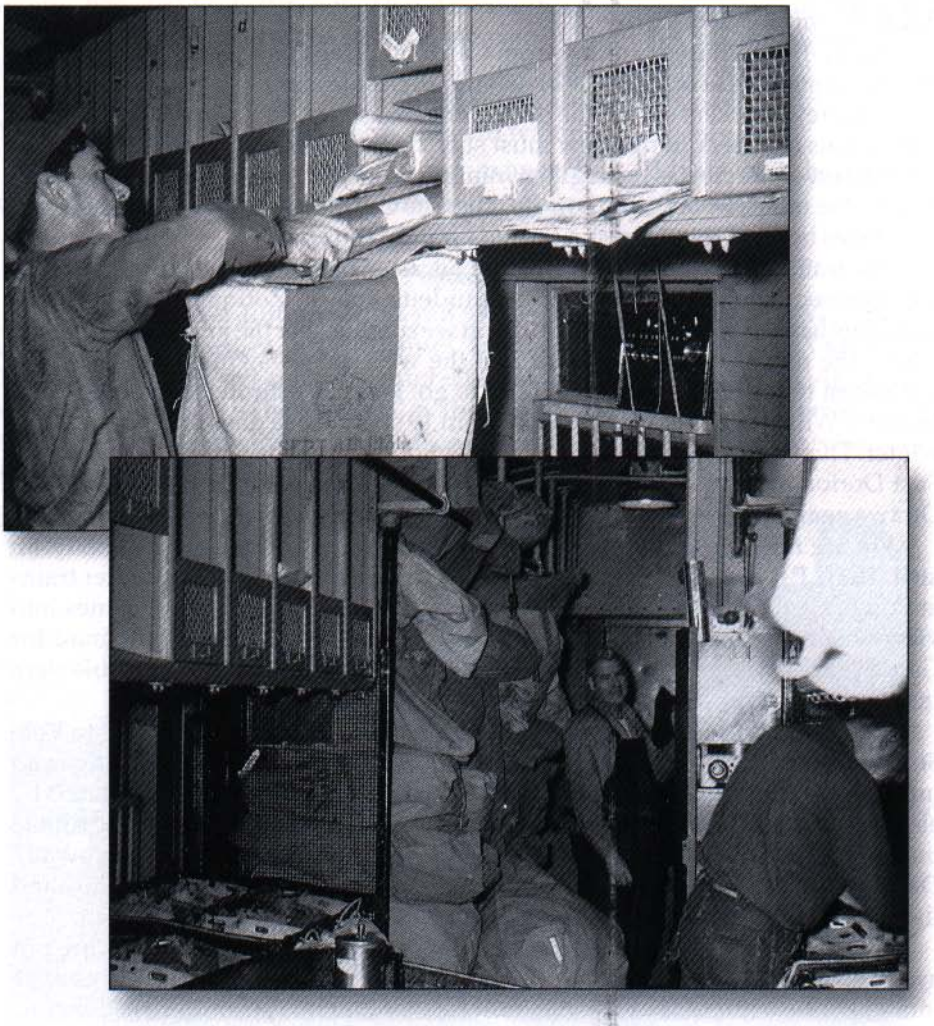
Next we close out the 29 bags for Cornwall and its distribution centre, and the bags for Ottawa and Smith's Falls. We find it rather ironic that the bag that we despatch at Cornwall at 5:45 am doesn't arrive in Smith's Falls until 3:30 pm. We used to have a direct connection with Smith's Falls at Brockville which enabled us to make the morning delivery. In 1968, when the distribution centres in eastern Ontario were set up, this connection was discontinued.

Once the Cornwall mail is closed we start on the Quebec mail. We despatch to 45 places at Montreal and this mail is piled up in the stanchion beside the north door. Meanwhile, we have passed Gananoque Junction, Lansdowne and Mallorytown, and are approaching Brockville. We pass under Highway 401, through the yards, over the road crossing and into the station. A 15 minute stop here gives us plenty of time to finish our work before the train starts to pull out. The table clerk finishes off his bag count sheet and hands it over to the chief so he can get his paper work finished. The register clerk balances off his sheet and calls over the score, usually around 300 registers. Thank goodness he balanced the first time. Now we can get some sleep.

We move up the hill out of Brockville with a new engine crew. These are Montreal men and they have brought Train 59 up to Brockville and are now going back with us.

One night in 1970, when the Montreal C.U.P.W. members were out on a rotating strike I rode up to Brockville from Montreal on the diesel, No. 6531, an FP9A model made by General Motors. It was a very novel experience to see "The

Trunk" from a different angle, and to see, when we passed each signal, the next one two miles down the track come on, a winking emerald shining through the darkness. There was not the same sensation of speed either. In the mail car, when the train is running fast it is very noisy, and at times rough. On the engine it was quiet by comparison and she rode very steadily. It was quite surprising to look at the speedometer as we passed Lancaster to note that we were doing 80. If anyone had asked me how fast we were going I would have said 60.



More scenes of work on car 7822.
Top: Clerk in Charge Walter Judson clears one of the overhead boxes at Toronto on 19 December 1969 prior to the departure of Train 58. Below: Two days later, the car is ready to leave Montreal on Train 59. Clerk Jack Smith surveys the mountain of mail bags, inflated with Christmas mail, that have to be opened and worked, while Clerk in Charge Walter Judson labels the bag racks.

The section east of Brockville is historic, for this is the original Grand Trunk line. It was opened for traffic in 1855. Some mail clerks have remarked that the original track must still be in place. This line has always been busy. Ten minutes out of Brockville and we pass the chemical plants at Maitland, DuPont on the south and Brockville Chemicals on the north. Ten minutes more brings us to Prescott, which we pass without stopping. Soon we come to Cardinal and here we swing to the northeast away from the old line and on to the new line constructed at the time the St. Lawrence Seaway was built. We will rejoin the old Grand Trunk line three miles east of Cornwall.

Thirty-five minutes running from Cardinal brings us to Cornwall, through the closed stations at Iroquois, Morrisburg, Ingleside and Long Sault. By now all the mail crew workers except the table clerk are asleep. By Railway Mail Service regulations one clerk in the crew must stay awake when the work is completed and the rest of the crew is resting. Ten minutes work at Cornwall and we are away again. One mile east of the station we cross the C.P.R. line to Ottawa on the level. Two miles beyond this we rejoin the old Grand Trunk.

The train rolls steadily east, through Lancaster, Bainsville and over the border into Quebec. Then it passes Riviere Beaudette and St. Zotique, whose station buildings have long been torn down. Soon we rumble over the junctions at Coteau where the main line from Ottawa and the west comes swinging in from the northwest to join us. Thirty-nine miles to go. We move through Cedars, where Maurice Wilkes and his mail crew on Train 19 spent three days snowbound one winter. Then we slow down to 35 miles per hour for the road crossing at Dorion. Past Dorion and we cross over the Ottawa River and onto Ile Perrot, over the Ottawa again and we swing round the curve through Ste. Anne de Bellevue.

We are now on Montreal Island and move rapidly through the suburban area. The C.P.R. is running parallel to us and we pass one of their commuter trains at Pointe Claire. On the north side of the tracks the Dorval Airport comes into view and we slow down and come to a stand. The courier gets the mail for Gardenvale, Lachine, Pointe Claire and Ste. Anne de Bellevue from the table clerk in the combination.

We move on through Dorval and Lachine and on down the long hill to Ville St. Pierre, over the junction to the Montreal freight yard, under a road bridge and into the old Turcot yard where, in steam days, the engine used to be replaced by electric units for the last few miles to Central Station. We pass through the tunnel built as part of the huge elevated clover-leaf for the Trans-Canada Highway/ Decarie Expressway interchange, cross over St. Remi and Atwater Avenue and the Lachine Canal.

By now the crew is up and getting ready to get off the car. Bed rolls are put away along with our work clothes into our kit-bags. We get washed and change into our street clothes. By now the train is swinging up the long curved incline past the Point St. Charles shops of the C.N.R. to join the main line from the east. Beside us is the Ocean Limited from Halifax. Once this train had a mail car but it is now gone, as we soon will be. Side by side the two trains roll on. We are scheduled to arrive at the same time, 7:30 am.

Over the Lachine Canal for a second time and past the Wellington Street switch tower, around a sharp curve and right ahead lies the huge grey bulk of

Place Bonaventure and, towering behind it, Place Ville Marie. We cross St. James Street and on our left see the C.P.R. Chateau Champlain and the Montreal main post office. On our right, over top of the Halifax train, we see the huge black tower of Place Victoria, home of the Montreal and Canadian Stock Exchanges.

We are now in the station. Another brief look at the world outside as we cross St. Antoine Street and then down the platform to draw to a halt, on time at 7:30. A Brinks guard comes in and takes a special bag from the register clerk. This is the money bag, and nine trips out of ten it is empty. Then the transfer staff comes in and we help them unload the mail car. We pass our kit-bags out and move off the car, up the stairs and into the station concourse, along a corridor, up an escalator, along another corridor, and up an outside staircase. I find myself on the corner of Mansfield Street and Dorchester Boulevard waiting for my bus.

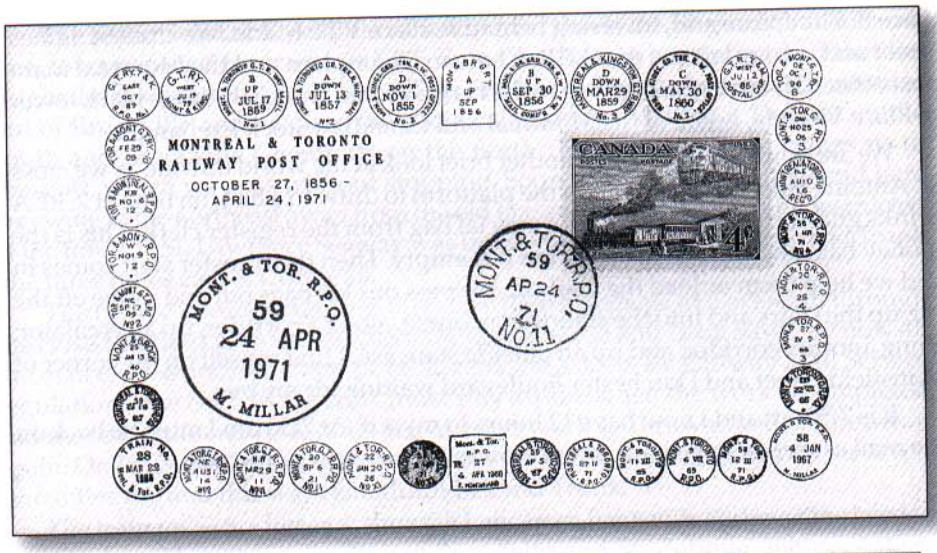
It is 7:50 am and I now have 12 hours to myself. At 7:50 pm I must be back on the mail car ready to go back to work on the return trip to Toronto.

Postscript

The Montreal & Toronto R.P.O. ran for the last time on 24 April 1971. It was one of the three last railway runs in Canada, the others being the Ottawa & Toronto (Trains 48/49) and the Campbellton & Levis (Trains 122/123). All ended service the same day. The Montreal & Toronto R.P.O. has the distinction of being the longest running railway mail service in North America, beating the New York & Washington R.P.O. by some seven years.

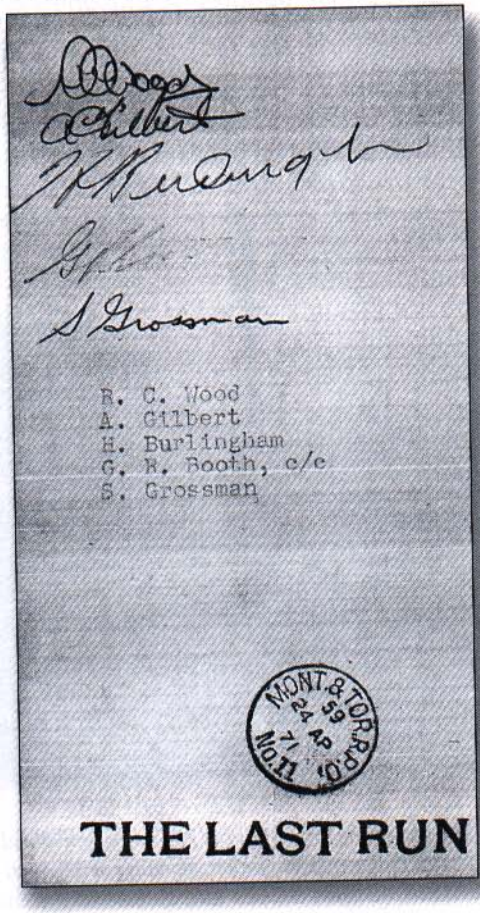


The end of the line: Mail car 7847 sits symbolically behind a row of empty mail wagons in Toronto's Union Station on the morning of 24 April 1971, following its arrival on Train 59 from Montreal. Thus ended a service that had operated continuously since 27 October 1856.



To commemorate the last run of the Montreal & Toronto R.P.O., and the end of the Railway Mail Service in Canada, the author prepared a number of special covers, of which the above is an example. The stamps are cancelled with the MONT. & TOR. R.P.O./No.11 circle date stamp. At the left is a strike of the author's clerk handstamp. This run, Train 59, arrived in Toronto at 7:30 am on 24 April 1971. The train itself, without the mail car, survived into the Via Rail era, but fell victim to the major cutbacks in January 1990.

At left is a card signed by the mail crew on the last run on Train 59. This item is unique. The only other items signed by the railway mail clerks were a pair of Last Run covers, which now reside in the National Postal Museum collection.



A director of the RPSC, Michael Millar has formed specialized collections on various facets of Canadian and British philately. He frequently acts as a judge at shows across southern Ontario. Following the end of the Railway Mail Service he held other positions with Canada Post prior to his retirement. All illustrations in this article are from his personal collection.

BILL BARTLETT— THE PHILATLISTS' POSTMASTER

by Edward Stephens

A familiar sight at many stamp shows is the Canada Post Corporation philatelic sales counter. The staff at these counters is usually obliging and helpful, and will go out of their way to accommodate the needs of collectors. Many of Canada's small town postmasters are equally obliging to the sometimes finicky requests of collectors.

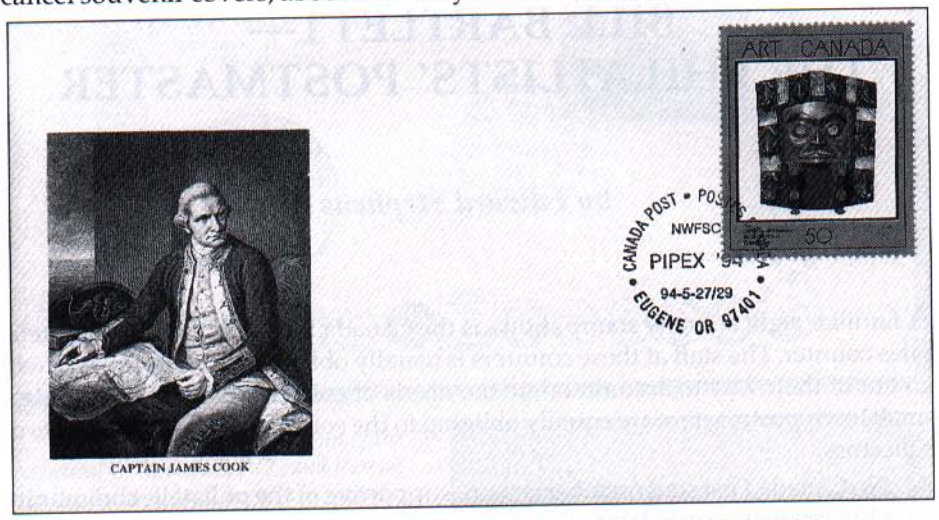
No Canada Post staff member is more supportive of the philatelic community than Bill Bartlett, postmaster at Saanichton, British Columbia. For the past four years or so he has been representing Canada Post at shows in the Vancouver and Victoria areas, and has even strayed into the northwestern states. In addition to supplying new issues and other philatelic items from Canada Post, Mr. Bartlett also sells souvenir covers at most shows, postmarked with commemorative cancels of his own design.

He began producing these cancels when he observed that most show organizers appreciate a commemorative cover. "Most of the shows want some kind of cancel and show cover," he notes. "For the Victoria and Vancouver shows I've been using a changeable date cancelling device. I started with the Maple Leaf philatelic cancel, but then started to design some of my own. Then I got involved with a few stamp launches in Victoria and started to produce cancels locally to tie in with a stamp launch.



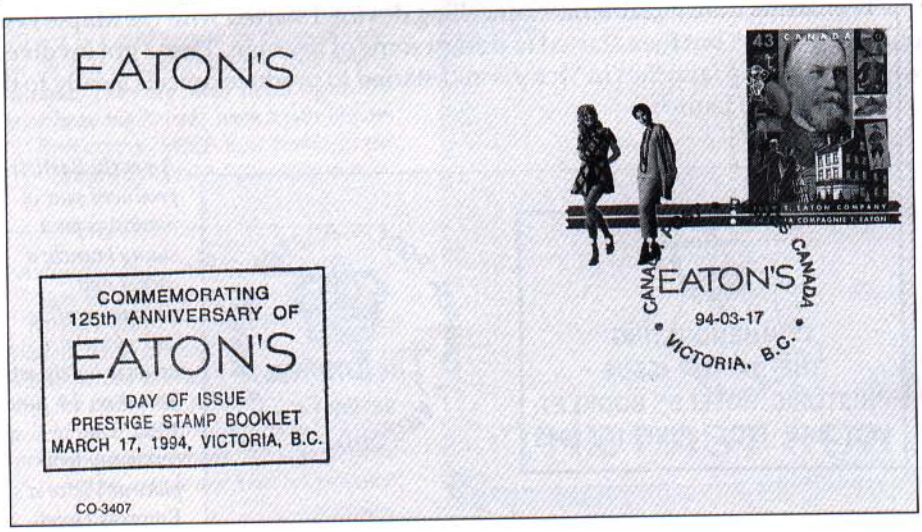
An early Bartlett-produced pair of markings for a stamp launch: a cachet and commemorative dater for the historic hotels set issued on 14 June 1993. The ceremony took place at Victoria's Empress Hotel.

"When PIPEX came up, I made a CPC-Oregon cancel. All of these have been of my own doing, produced in Victoria, but only used in conjunction with Canada Post official functions. Last summer I made up a set of Commonwealth venue cancel souvenir covers, about 200. They are now sold out."



A cover prepared for the North West Federation of Stamp Club's PIPEX show in Eugene, Oregon, held May 27-29, 1994.

"Some of the shows want a cancel, but I'm finding that they don't really get that much usage," Mr. Bartlett explains. "When I make up a set of covers for an event, I stick to about 200 to 300. The Empress (Hotel) cancel saw about 1200 to 1400 covers. Everyone attending the Empress launch got a free cover. Then every Empress staff member got one (another 600). The Eaton's cover was given to each person attending, and I made more for the Eaton stamp outlet in Vancouver."





An assemblage of "proof strikes" of some of Bill Bartlett's cancels from 1993 and 1994, prepared for stamp shows and first day launches of new stamp issues.

Bill Bartlett continues: "Later I got to thinking that if I went to a show, like the Vancouver Bourse, representing Canada Post, it wasn't enough of an event to make a special cancel, but it still would be fun to have something. So I designed a big 'split ring' cancel. I was familiar with these: my first job with Canada Post was as Postmaster of Pender Island, B.C., one of the few remaining offices in B.C. still using the old split ring cancel. Borrowing the idea of some of the Newfoundland T.P.O. cancels, I came up with my own design. After all, I do set up a Travelling Post Office.



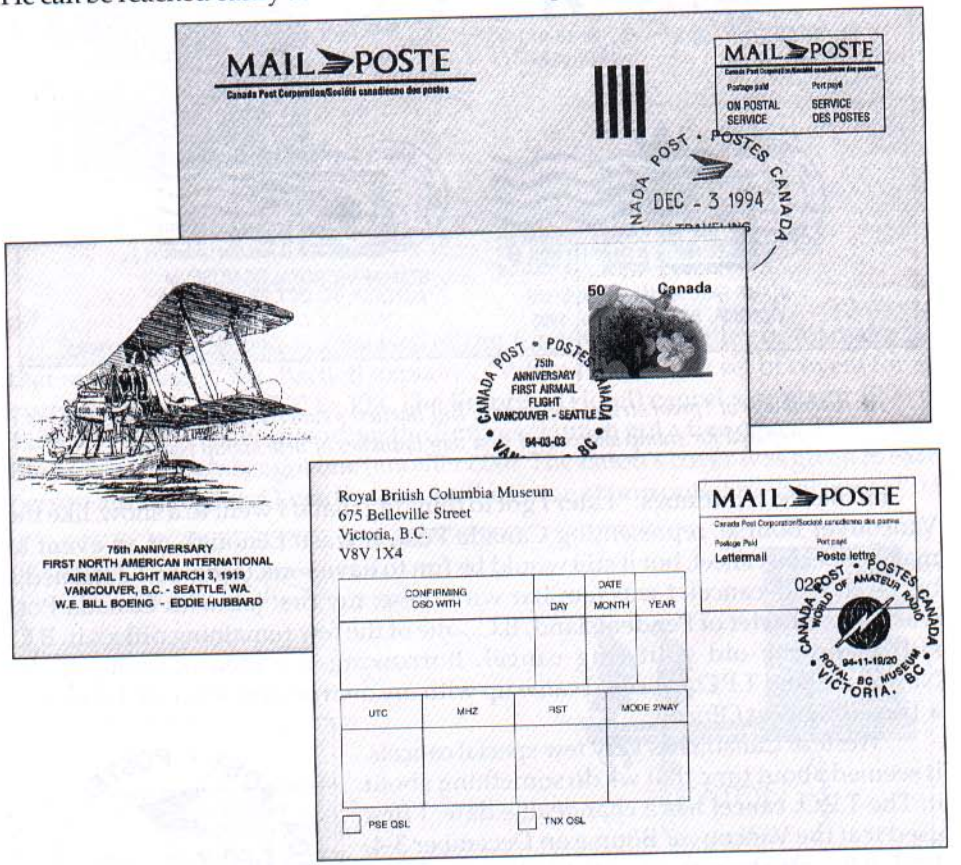
"Western Canada has very few special cancels. It seemed about time that we do something about it. The T.P.O. cancel has a changeable date. I first used it at the Vancouver Bourse on December 3-4, 1994. It has also been used on the *NWFSC Bulletin*, a mail-bid auction mailing in Victoria, and at the February Vancouver Bourse."

Canada has lagged behind countries such as Great Britain, Germany and France, where special cancels are common and collectors devote much

much attention to them. Bill Bartlett is hoping to change this situation. Unlike the crude special cancels that local clubs sometimes have used at their shows, his are well-designed and attractive. They are developing a following on the west coast, and are certain to enhance interest in Canada's new stamp issues and philately in general.

Bill Bartlett joins RPSC director François Brisse of Montreal as a designer of high-quality special cancels. Can we regard Bartlett and Brisse as the founders of a new specialty in Canadian philately? It is far too early to say. Meanwhile, Bartlett covers will be valued parts of many collections, and, considering the small numbers produced, they could become very scarce items indeed in the future.

"I'm always happy to receive requests for this material," Mr. Bartlett concludes He can be reached easily at the Saanichton, B.C. post office, postal code V8M 1A0.



Three 1994 Bartlett covers:
Top: the first day of usage of Bill Bartlett's Travelling Post Office split ring cancel, struck at the Vancouver Bourse on 3 December 1994. Middle: the cancel commemorating the 75th anniversary of the first Vancouver to Seattle airmail flight, 3 March 1994. Bottom: the special cancel for the World of Amateur Radio weekend at the Royal British Columbia Museum on 19-20 November 1994.

A PHILATELIC STUDY OF CANADAIR LIMITED

by John Peebles

Canadian Vickers Limited, originally a shipbuilding subsidiary of a British firm, traces its Canadian roots back to 1923, when it established an aircraft manufacturing plant in Montreal. This operation evolved into Canadair.

By 1944, Canadian Vickers had become so involved in wartime shipbuilding and repair that the firm could no efficiently run both ship and aircraft operations. Through the intervention of the Canadian Government, Canadian Vickers divested itself of its management responsibility for the Cartierville plant. It then entered into a new contract with a management group named Canadair Limited.

On November 11, 1944 the new crown corporation, Canadair Limited, officially took over operation of the Cartierville plant and Canadian Vickers gave up aircraft manufacture.

At the end of World War II the Douglas DC-4 was widely regarded as the best large transport aircraft available. In August 1945 Canadair sent its factory manager the Douglas Aircraft Company in Santa Monica, California to study DC-4 production. The visit proved to be timely, as the United States Government and Douglas were about to dispose of many tons of tooling and parts from various Douglas plants. This was a bargain not to be missed. Canadair obtained over 600 carloads of materials from Douglas, including more than 60 fuselages for the C-54, the military version of the DC-4. Canadair paid a paltry $40 per ton for the tooling and $200 a ton for parts.

With these tools and parts, Canadair established the Canadair Conversion Plant in Cartierville. Between 1945 and 1947 hundreds of aircraft were converted, modified, and overhauled. The firm landed orders to buyers in Canada, the U.S., France, Belgium, Norway, Portugal, Sweden, Argentina, and the Netherlands East Indies.

In early 1946 the Canadian Government decided to put Canadair up for sale. On September 14, 1946 the Electric Boat Company of Connecticut acquired most of the stock of Canadair Limited and signed a lease option with the Government of Canada for the Cartierville plant facilities.

While Canadair's labour force was busy with the DC-4 conversion program, the plant was gearing up for production of a new four-engined aircraft. The new model was in essence a DC-4 with some components from the newer Douglas DC-6.

The new plane made its maiden flight on July 5, 1946. Trans Canada Airlines (TCA, now known as Air Canada) christened it the *North Star*. Canadair offered the *North Star* in three versions. Production consisted of 24 of the C-54GM version, an unpressurized transport for the Royal Canadian Air Force; and 47 airliner versions consisting of DC-4M-1 unpressurized transports and DC-4M-2 pressurized passenger planes.

The RCAF *North Star* served as a supply aircraft for Canadian military operations in Europe. It was also the mainstay of the Canadian effort in the Korean airlift.



A Trans Canada Airlines North Star model DC-4M-2 is featured on a 1986 Barbados stamp, one of a pair issued to mark EXPO '86 in Vancouver.

Prior to taking delivery of its own *North Stars* from Canadair, Trans-Canada Airlines operated six unpressurized versions of the *North Star* borrowed from the RCAF. TCA eventually purchased 23 *North Stars*, beginning in 1947. The airline used this plane on transcontinental, transatlantic, and Caribbean routes from 1947 until 1961. A passenger version of the *North Star* is depicted on a 1986 Barbados stamp issued to honour EXPO '86, the World Exposition of Transportation and Communications in Vancouver. In all, TCA's *North Stars* flew more than five billion passenger miles.

The *North Star* marked a milestone in Canadian aviation in 1949 by taking the Great Circle route when it made the first non-stop trans-Canada flight from Vancouver to Halifax. The 2,785 miles were covered in 8 hours, 32 minutes, for an average speed of 329 miles per hour.



Named the Argonaut British Overseas Airways Corporation, the DC-4M-2 flew on African and Asian routes. The plane appeared on the 25¢ value of the 1955 definitive issue of Singapore (Scott 37).

Canadian Pacific Airlines, as well as British Overseas Airways Corporation (BOAC, now known as British Airways), also operated *North Stars*. BOAC named the aircraft the *Argonaut*. A total of 22 *Argonauts* flew for BOAC on its African and Far East routes.

When production of the *North Star* ended in 1950 a total of 71 of the aircraft had been built by Canadair.

Following the success of the *North Star*, Canadair initiated 11 new production programs in the 1950s and 1960s. A year before the Korean War, Canadair began Canadair commenced what would be its largest production run. Beginning in 1949, the firm produced the F-86 *Sabre* jet fighter. By the time the last one rolled out of the plant in 1958, 1,815 of them had been produced. Canadair delivered *Sabres* to the RCAF, Britain's Royal Air Force, the German Luftwaffe, and the governments of Colombia and South Africa. The *Sabre* appeared on a 1989 stamp from the Caribbean nation of Antigua and Barbuda, issued to mark the fiftieth anniversary of jet flight.



A Canadair F-86 Sabre of the Luftwaffe was portrayed on a 60¢ stamp of Antigua and Barbuda in 1989 to celebrate the fiftieth anniversary of jet flight. The stamp appeared in a regular version and with an overprint, "BARBUDA MAIL" (right).

In April 1952 Canadair received a contract to produce the T-33 *Silver Star* (CL-30) jet trainer, a two-seat derivative of the Lockheed F-80C *Shooting Star*. From then until the program ended in 1958, Canadair manufactured 656 of these aircraft. This model was delivered to the RCAF, and to the governments of France, Greece, Portugal, Turkey, and Bolivia. To date this Canadair model has not appeared on a stamp.

A series of aircraft resulted from Canadair's acquisition of rights to the design of the Bristol *Britannia* airliner. The *Argus* (CL-28) aircraft was a maritime patrol, anti-submarine warfare plane which was a modification of the *Britannia* turboprop airliner. A total of 33 *Argus* planes had been built when production ceased in 1960.

A second derivative of the *Britannia* was the *Yukon* (CL-44-6) military troop and cargo transport. Twelve of these were produced for the RCAF.

The third derivative of the *Britannia* was the CL-44D4, a commercial cargo transport. This model later appeared in a stretched version, the CL-44J. Loftleidir Icelandic Airlines purchased four of these aircraft for the New York to Luxembourg route. The CL-44J made its first flight on November 8, 1965, and was the largest airplane ever made in Canada. For a time it held the record for the largest number of passengers carried across the Atlantic: 189 people. Iceland pictured one of



A Canadair CL-215 appears on a 100F stamp of Djibouti, one of a set of three 1984 stamps on the theme of "Civil Protection Against Fire."



Yugoslavia pictured a Canadair CL-215 spraying a forest fire on a stamp issued in 1987.

The Electric Boat Corporation of Connecticut, which became General Dynamics in 1952, retained Canadair as a subsidiary from the privatization in 1946 until 1976. In January of that year, Canadair was purchased by the Canadian Government.

After three decades oriented primarily to military activities, Canadair undertook a change in direction. In 1976 the firm launched the *Challenger* business jet. The new aircraft was the first Canadian civilian jet to enter production. The *Challenger* received certification in 1980. So far it has not appeared on a stamp.

The decade of the 1980s saw harsh economic conditions, which affected the aviation industry. The Canadian Government restructured Canadair in preparation for resale to the private sector. Bombardier Incorporated of Montreal purchased the business in 1986. A Canadian corporation with annual sales in excess of $3 billion, Bombardier later expanded its presence in the air industry with its acquisition of de Havilland Aircraft of Canada. The later is a corporate partnership with the Government of Ontario.

Canadair maintains its presence in the business jet market with its *Challenger* models. More recently, the firm launched a 50-passenger jet geared to the regional airline market, and a wide-body business jet. In 1991 the CL-415 appeared. This is a turboprop version of the highly successful CL-215 fire fighter. In the works is a new long-range aircraft, the *Global Express*, designed to meet the transportation needs of the global economy.

During its first half-century Canadair manufactured close to 5,000 aircraft. The firm is striving to maintain a place for Canada in the global aerospace industry.

John Peebles is a philatelist residing in London, Ontario. He is an enthusiastic researcher and advocate of Canadian themes. Currently he is President of the Canadiana Study Unit, a group of collectors who specialize in worldwide stamps with Canadian themes. This article originally appeared in the groups quarterly newsletter, The Canadian Connection.

GREAT BEAR LAKE, CAMERON BAY, AND PORT RADIUM, N.W.T.

by James E. Kraemer, F.R.P.S.C.

Great Bear Lake, the scene of the spectacular silver and pitchblende finds in the early 1930s, attracted the attention of the mining world. The lake, which is located partly on the Arctic Circle, is some 160 miles long and 100 miles wide. Its area of 12,096 square miles, 60% larger than Lake Ontario, makes Great Bear Lake the world's ninth largest lake.

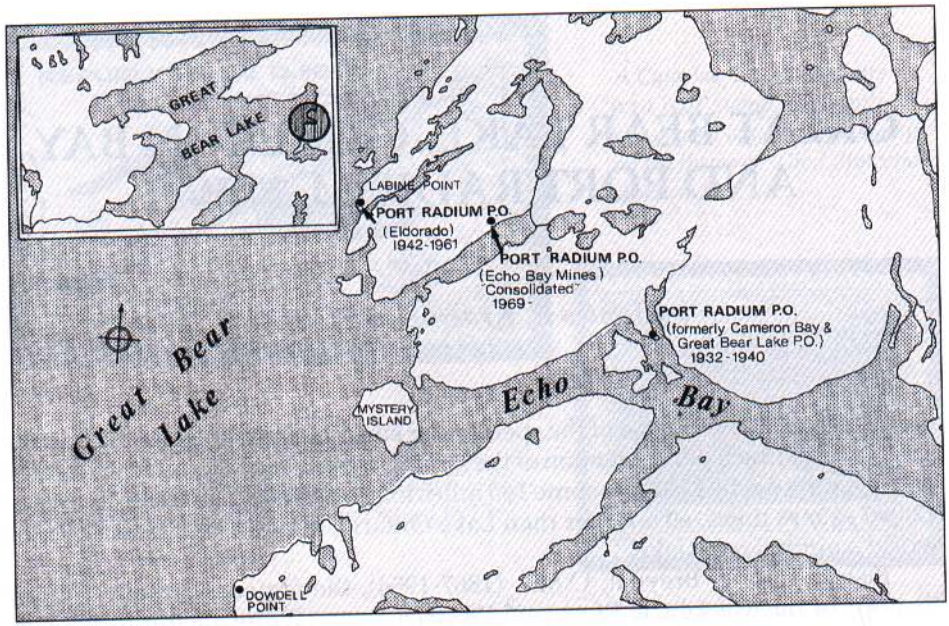
Bishop Gabriel Breynat, O.M.I. (1867-1954), the famous Catholic "Flying Bishop" of the Mackenzie River and Western Arctic, wrote a letter to the Post Office Department, dated 4 October 1930, proposing that a post office be established at Hunter Bay on Great Bear Lake. He pointed out that five companies in the area employed 60 to 70 in mining copper and uramanite (radium chloride). The location he suggested was on the northeast part of McTavish Arm at the mouth of the Sloan River on Hunter Bay.

The Post Office Department decided to look into the matter and asked Mr. R.W. Hale, District Superintendent of Postal Services based in Edmonton, Alberta, to do a survey and report on the possibility of a post office being established.

By 1932 more than 200 men were operating from 32 camps prospecting and staking mining claims. Among the most active mining companies was Eldorado Gold Mines Ltd.[1] Among the others were Consolidated Mining and Smelting Company (later known as Cominco, a subsidiary of Canadian Pacific), Porcupine Gold Mines Ltd., Contact Mines on Contact Lake, Dominion Explorers, McDonough Ltd., and Northern Aerial Minerals Explorations Ltd.

In his report dated 27 May 1932, Mr. Hale recorded that at the time no less than 28 mining companies were active in the area. He recommended that a new post office be established at Cameron Bay, about 32 miles south of Hunter Bay. Cameron Bay (66° 02' N. latitude, 117° 50' W. longitude) is a small bay off the larger Echo Bay. Mr. Hale noted that Murphy Services operated a store, restaurant and small hotel here. Prospecting equipment was on sale and power boats were available for hire. Prospectors, geologists, and the sub-mining recorder, Mr. Meikle, were established in the community.

More important for postal purposes, Canadian Airways had established a 250-watt radio relay station here and operated almost a daily service with the firm's six planes. Two other airway companies were also flying into the same area. Mr. Hale considered the emerging settlement as central to all mining activities in the area.



The three locations of the Great Bear Lake—Cameron Bay—Port Radium post office.

The Post Office arranged for an experimental return mail flight from Fort McMurray, Fort Resolution and Rae in the North West Territories. The flight to Great Bear Lake took place on 20 June 1932 with the return flight on 22 June. Only about 50 covers in total were carried to Great Bear Lake from all three despatch points. Many of them were signed by Pilot C.H. Dickens of Canadian Airways Limited. Postal Superintendent Hale, who was responsible for the flight, signed a small number of covers. A few of them were marked "Murphy Services" with a handstamp. All covers carried on this flight are very scarce and are seldom offered for sale.

By August and September of 1932 miners in the Great Bear Lake area were protesting the lack of postal facilities. Letters and editorials appeared several times in the *Edmonton Journal*.

As operator of the general store, Gerald G.D. Murphy expected to be named postmaster of the new Cameron Bay post office, and that it would be set up in his store. This expectation was realized with his appointment on 25 October 1932, although he Great Bear Lake post office did not open until December 1. It was a non-accounting office under the jurisdiction of the Edmonton District. The name Great Bear Lake, rather than Cameron Bay, was chosen because the office was intended to serve miners working in an extensive area on the east side of Great Bear Lake.

The Post Office Department arranged for Canadian Airways to convey mail to Great Bear Lake from Fort Resolution, N.W.T. via Rae, N.W.T. Special official first flight cachets were designed, and planning began for a late November startup date for the service.



The original cachet artwork for the Great Bear Lake—Fort Resolution first flight covers, flown 9 December 1932.



The original artwork for Great Bear Lake Lake—Rae first flight covers. The flight, on 9 December 1932, went from Great Bear Lake to Rae and then on to Fort Resolution.

The official first flight took place between December 6 and 10. Fort Resolution mail was postmarked December 6 and mail from Rae the following day. Covers from Great Bear Lake on the return fight were postmarked December 9, with the last leg, Rae to Fort Resolution, on December 10.

The Department of the Interior, in a letter to the Post Office Department dated 20 March 1933, asked that the name of the post office be changed to Cameron Bay. They explained that the name Great Bear Lake was not very distinctive, being the same as the lake.



The first post office at Great Bear Lake, opened in December 1932, with George Murphy as postmaster. The post office sign is at the left of the door.

Cameron Bay had been named after Frederick Cameron, a trader at Hay River, N.W.T.. who flew in and staked several mineral claims. It was not named after the university professors and geologists Cameron and Allen, as has been erroneously reported. The Post Office Department took the objections seriously, and effective 1 May 1933 the name of Great Bear Lake post office changed officially to Cameron Bay.

Shortly after the office opened, the Post Office Department authorized an experimental air mail flight from Fort McMurray to Coppermine via Cameron Bay. The flight originated at Fort McMurray on 2 August 1933 and departed from Cameron Bay for Coppermine on August 5. Surviving covers from this flight are scarce. Approximately 50 covers were carried on the first leg of this flight, and even fewer on the return flight.

In October 1933, Postmaster Murphy asked the Post Office for a 2 1/2 month leave of absence for medical reasons, which was granted. From 27 October 1933 until 15 January 1934 Victor D. Ingraham was in charge of the post office. During this period the Post Office scheduled an official government first flight. On 5 December 1933 Camsell River post office opened. It was to serve as an intermediate

point on a first flight from Rae, N.W.T. to Cameron Bay. Captain Walter E. Gilbert flew from Rae to Cameron Bay on December 5, while Pilot A. McMullen made the return flight on December 9. The contractor who employed them was Canadian Airways Ltd. The pane carried over 4,000 pieces of mail between Rae and Camsell River and between Camsell River and Cameron Bay. The return flight carried a similar number of covers.

By mid April 1934 it was again necessary that Mr. Murphy go south for medical consultation. Preceding this second leave of absence, an official flight from Cameron Bay to Coppermine took place. Pilot W.E. Gilbert of Canadian Airways carried 4,189 pieces of mail to Coppermine on 25 January 1934. Coppermine post office officially opened on this date. Two days later, on January 27, Pilot Gilbert flew back to Cameron Bay with 3,967 pieces of mail.

Mr. R.B. McLennan assumed charge of the Cameron Bay post office during Mr. Murphy's absence from 15 April to 15 June 1934. It soon became apparent that Mr. Murphy could not carry on and he submitted his resignation effective 27 September 1934. The office was transferred to Victor Ingraham as Acting Postmaster, and on December 3 notices were posted for a competition for a permanent appointment. Only one application came in—from Mr. Ingraham. He was confirmed as Postmaster effective 31 December 1934.

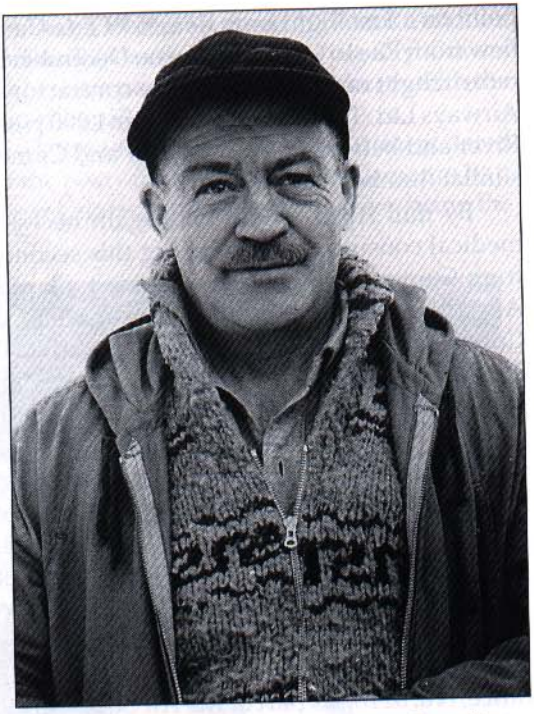
Meanwhile, money order business was established at Cameron Bay effective 1 December 1934 and the status was raised from non-accounting to accounting office, No. 8216. As part of the Air Stage Service, which carried all mail including parcels at regular surface rates to remote or inaccessible communities, the Post Office authorized a flight from Cameron Bay to Coppermine. The first flight, by Canadian Airways with Pilot W.E. Gilbert at the controls, took place 25 January 1934. The return flight took off two days later.



Cameron Bay post office on Great Bear Lake, N.W.T., about 1100 miles north of Edmonton. The arrow indicates the location of the post office.

Photo courtesy National Archives of Canada, #C-3273

Mr. Ingraham, who was a double leg amputee, requested a leave of absence so that he could go south for medical attention. In 1933 he had lost both legs and all his fingers in an accident on Great Bear Lake, when his boat caught fire. He was badly frostbitten before being rescued and flown to the hospital in Aklavik, N.W.T. After five months in hospital and many operations he was fitted with artificial limbs. He returned to Cameron Bay where he worked at Murphy's store and post office. During Mr. Ingraham's absence, from 23 February until 31 March 1935, Mr. W.D. Ferris was in charge of the post office. After his return to duties, Mr. Ingraham still had medical problems and requested another leave from 15 April until 17 June 1936 to have another portion of one leg removed. During this absence, Victor Ingraham's brother-in-law, Mr. W. Wylie was in charge of the post office. Revenue for the fiscal year ending 31 March 1936 was reported as $97.29.

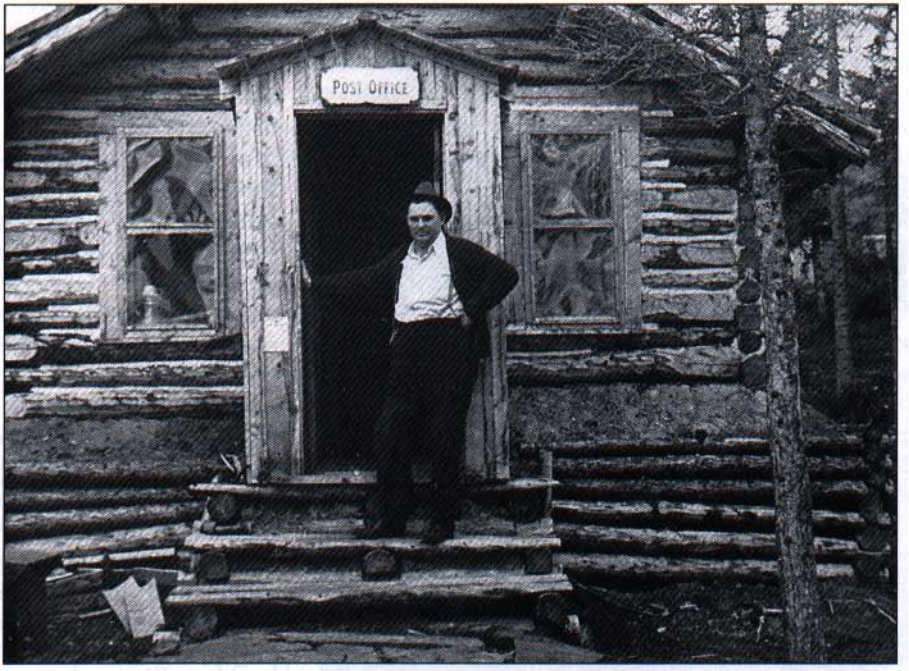


Gerald (Gerry) Murphy, postmaster, Great Bear Lake (25 Oct. 1932-30 Apr. 1933), Cameron Bay (1 May 1933-27 Sept. 1934).

Shortly after Mr. Ingraham returned to his duties he arranged to move next door to the store to Lot 8, Block 1 of the Cameron Bar Settlement. The change took place on 10 July 1936.

Eldorado Mining and Refining Co. Ltd. (formerly Eldorado Gold Mines) found great success in their mining of pitchblende and consequently many men were employed by the company. A large and profitable market existed for radium, the rare radioactive element extracted from pitchblende. Cameron Bay became known as the Radium Capital of the World. A petition dated 22 February 1937 and signed by every legal resident of Cameron Bay was sent to the Postmaster General requesting a change in name to Radium City. The treasurer of Eldorado also wrote the Postmaster General on behalf of the company supporting the proposed change.

Postmaster Ingraham found that he could not carry on and resigned effective 15 March 1937. He eventually moved to Yellowknife, where he managed a hotel. Maurice Marcel Giroux became Acting Postmaster and notices advertising the vacancy were prepared and posted. M.M. Giroux was the only applicant, and he was confirmed as Postmaster effective 16 May 1937. The day before, he moved the post office to Lot 7, Block 1. He had previously advised the Post Office that he would make this change if appointed permanently.



The Cameron Bay post office. The former Great Bear Lake post office moved to this location on 10 July 1936. Victor D. Ingraham served as postmaster from 1934 to 1937.

On May 5 the Post Office Department announced that effective 9 June 1937 the name of the office would change to Radium City. The Geographic Board of Canada wasted no time in protesting the name. In a letter dated 21 May 1937 this body advised the Post Office Department that they "were not favourably disposed to use the word city." The Post Office immediately suspended action on the name change.

The Geographic Board of Canada reported that the plan of Cameron Bay Settlement, the legal name for the community, was approved on 9 December 1933 and registered on 4 January 1934. On 9 July 1937 Mr. J.H. Corry, Secretary of the Geographic Board, wrote to the Post Office Department advising that Mr. Gibson, Director of Lands, Parks and Resources (Dept. of Mines and Resources) would be favourable to changing the name to Port Radium. A few days later Charles Camsell, Deputy Minister of Mines and Resources, suggested that the name should be Port Radium and pointed out that the Post Office Department had the power to change the post office name. On October 8 the North West Territories Council advised the Post Office Department that the name of the Cameron Bay settlement and post office should be changed to Port Radium.

The Post Office Department reacted quickly and effective 23 November 1937 the Cameron Bay post office changed to Port Radium. A new accounting office number, 8783, was assigned. At this time the settlement had two log hotels, a store, and several cabins. Eldorado Mining and Refining was located seven miles to the west at Labine Point. On 1 July 1938 the postmaster moved the office to Lot 4, Block K, the former site of the Canadian Airways radio station.



Bringing in the mail: Pilot C.H. (Punch) Dickens, Postmaster Vic Ingraham, and B.A.R. Mines manager Bert Airth. The aircraft, a Junkers W-34, is CF-ARI of Canadian Airways Ltd.

Over the fiscal years 1935/36 to 1939/40 post office revenue dropped almost 10% a year from a high of $971.29. The mineral discoveries through the depression years were not as significant as had been anticipated. The dislocation of the radium market in Europe due to World War II resulted in substantially lower sales for Eldorado Mining and Refining, the leading operator in the area. Eldorado had a large surplus inventory of radium and with a limited market the company closed the mine at Labine Point.

On 22 July 1940 the District Superintendent of Postal Services reported that only four families, a store and three businesses used the post office at Port Radium. By this time Eldorado had only seven people on its local payroll. The Superintendent added that the Royal Canadian Signals station expected to close soon. As well, the Royal Canadian Mounted Police detachment was moving to Fort Norman, N.W.T. The Hudson's Bay post was to be reduced to a staff of one man. If the post office were closed, 250 air miles in distance would be saved per week since Port Radium was a terminal point served once per week by air. Due to the terms of the contract with Mackenzie Air Services Ltd. no contractual savings could be made by ending the service. Nevertheless, the District Postal Superintendent recommended to his superiors that the Port Radium post office be closed. This was done on 22 August 1940 due to its limited usefulness.

During World War II the success of the Manhattan Project, which led to the development of nuclear weapons, suggested that an urgent and sudden need for uranium would soon come about. Uranium, as well as radium, could be extracted from pitchblende ore. In 1942 the Government of Canada moved swiftly and expropriated all the shares of Eldorado Mining and Refining Limited. The mine at Labine Point, near Port Radium, was immediately reopened.

Thomas J. Reily, Acting District Postal Superintendent, and Eldorado Mining and Refining, in letters dated 7 and 8 July 1942 advised the Post Office Department that a post office at Port Radium was urgently required. They noted that 50 men were working at the mine, and that this would soon increase to 110.

Department officials acted immediately. On 1 August 1942 the Port Radium post office reopened as a non-accounting office at a new location, seven miles to the west—at the Eldorado office at Labine Point. An appointment as Acting Postmaster went to Edmund J. Bolger, Manager of the mine, with accountant Robert C. Powell as Assistant Postmaster. Mr. Bolger was confirmed as permanent Postmaster on 23 February 1943. There was a new office number: 55569.

As post office volume increased, money order business was established effective 1 May 1945. The old Port Radium accounting office number, 8783, was reassigned. As often happens when a company is involved, the postmaster who has other duties is frequently unable to attend to postal duties. In such cases an assistant or clerk performs the duties of postmaster. Mr. Bolger, as mine manager, was frequently away from the office. Although R.C. Powell was usually on hand, clerks A.S. Thorgllor and H.J. Muluogue were also sworn to the oath of office. Dr. J.H. McDonald assisted in the latter part of 1943 and 1944. C.H. Belec assisted early in 1945.

When Mr. Bolger had to be away for increasingly longer periods, Doug Hutchinson started performing the duties of postmaster in late 1946 and 1947. Mr. Bolger was transferred to Eldorado's Ottawa office, and resigned as postmaster effective 22 October 1947. Mr. Hutchinson became Acting Postmaster (confirmed December 1947) and Carl Van Erden was sworn in as his assistant; he was replaced by John C. Gibson in the summer of 1948. About this time Canadian Pacific Airlines started flying the mail in and out of Port Radium.

The Port Radium post office, which was in Group 23, was reclassified to Group 24 effective 1 April 1949. This meant very little change, other than an increase in the postmaster's remuneration from $1,503 to $1,560 per year. The annual rental allowance remained at $194.16. On 8 September 1949 Doug Hutchinson resigned. Robert G. Jenkins took over the duties, and was confirmed as permanent postmaster two months later.

Port Radium was reclassified to Group 18 effective 23 April 1951. The year 1952 was an interesting one for the Port Radium post office. Before the year was out the office was reclassified again to Group 20 and the postmaster's salary adjusted to $1,572 per annum. Alterations were needed in the Recreation Hall at Eldorado where the post office was located. On June 6 the post office moved to Eldorado's Curling Rink building. On September 25 it returned to its former location in the Recreation Hall, with its quarters enlarged by 116 square feet. That same evening a robbery occurred at the post office, with a loss of $446.56. A suspect who left the community the next day was questioned but no charges were laid. Bob Jenkins had resigned as postmaster on July 31 and Garth Clark had been appointed as acting postmaster on August 1. One week before the robbery and the post office's move back to its old site, Clark was confirmed as postmaster.

On 15 February 1953 the Post Office Department ordered Clark to pay the $446.56 lost in the robbery since he had neglected to lock up the cash as required in the regulations. Clark immediately resigned. Donald Pepper, the acting postmaster who succeeded Clark, moved from the community two months later. Ralph Burton

replaced him as acting postmaster effective 18 April 1953. Burton, the assistant accountant at Eldorado, was confirmed as postmaster on June 25.

Annual revenue, which amounted to $2,426.61 for the 1946-47 fiscal year when the post office reopened dropped to less than $2,000 in 1948-49, but increased steadily thereafter. In 1953-54 revenue totalled $2,747.89. With the steady growth of the community reflected in the growth of the post office, 38 combination lock boxes (24 style A, 4 style B and 10 style C) were installed and made available to the public on 22 April 1955. The Post Office Department over the years constantly regrouped post offices in various plateaus. During 1955 Port Radium was reclassified to Group 17, and the postmaster's salary was reduced to $1,900 annually and rent allowance was no longer paid. One year later, on April 15, postmaster Burton resigned as he was leaving the area. Lawrence E. Todd, chief accountant for Eldorado, was appointed postmaster and confirmed on 8 November 1956.

Annual revenue continued to increase in the late 1950s: for 1958-59 it totalled $3,140.62. The original lock boxes soon proved to be insufficient in number for the demand. They were removed and a new type (30 style B and 15 style C) was installed. They were made available to the public on 16 February 1959.

Lawrence Todd resigned as postmaster and his successor B.C. Fitzpatrick, Eldorado's new chief accountant, succeeded him on 12 August 1960. A.W. Mitchell stayed as assistant postmaster. The post office remained in Group 17, but the postmaster's salary had increased to $2,310 per annum.

Suddenly on 15 September 1960 Eldorado Mining and Smelting closed its mine due to an insufficient quantity of uranium ore. Then, on October 3 Port Radium's status was reduced from an accounting to non-accounting, and the post office's number was changed to 55569. The lock boxes were closed, with refunds made as necessary. Three days later the Post Office inspector filed his report on the office. He noted that the Port Radium office existed for the use of Eldorado and its employees. He recommended that the office be closed.

On 31 January 1961 Port Radium post office closed, but one month later CAM 185 still carried on a daily air service from Edmonton, 914 miles to the south.

Seven years later representations were made to the Post Office Department to reopen the office. A letter dated 8 September 1967 stated that five families and over 100 single employees of Echo Bay Mines Limited were located at Port Radium. The Echo Bay firm was mining silver at the former mine site of Consolidated Mining and Smelting, located one and a half to two miles from Eldorado's closed Labine Point mine. The Department agreed to reopen the post office, but deferred action pending construction of a new building, the previous post office quarters having been destroyed by fire. Noting that 497 pounds of mail had been handled in September 1968, the Post Office approved the reopening of Port Radium on 22 November 1968.

The Port Radium post office opened to the public as an accounting office, with Echo Bay Mines Limited appointed as postmaster. The permanent population of the community had now passed the 150 mark. Mail service was by CAM 187, flying from Yellowknife to Port Radium on Tuesdays and Fridays and from Port Radium to Yellowknife on Wednesdays and Fridays. On March 26 it was established that Port Radium would be a Group 10 office (minimum 24 hours weekly service). The

postmaster's salary would be $2,160, with a rental allowance of $240 per annum. Mr. J. Zigarlick acted as postmaster until his retirement on 31 October 1975. His successor, R.C. Phillips, has acted as postmaster from 1 November 1975 to the present time. Eldorado no longer operates a mine in the North West Territories.August 17, 1995.

Great Bear Lake, Mackenzie District, N.W.T.

Post Office established	01-12-1932			
Gerald George Dunlop Murphy	25-10-1932			
Post Office name changed to Cameron Bay	01-05-1933			

Cameron Bay, Mackenzie District, N.W.T.
Office No. 8216

Post Office name changed from Great Bear Lake	01-05-1933			
Gerald George Dunlop Murphy	01-12-1932	to	27-09-1934	Resignation
Victor David Ingraham	28-09-1934			Acting
Victor David Ingraham	31-12-1934	to	15-03-1937	Resignation
Maurice Marcel Giroux	16-03-1937			Acting
Maurice Marcel Giroux	15-05-1937			
Post Office name changed to Port Radium	23-11-1937			

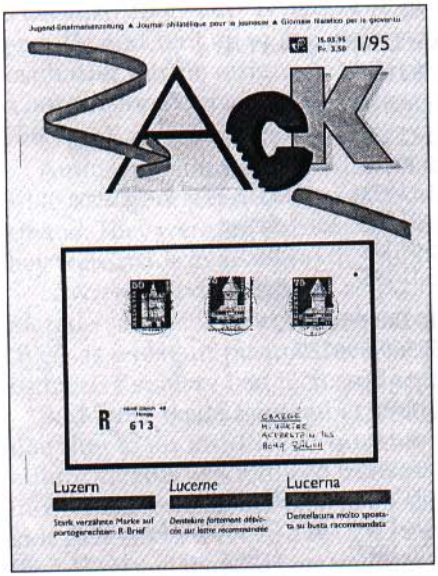
Port Radium, Mackenzie District, N.W.T.
Office No. 8783, 55569,690287

Post Office name changed from Cameron Bay	23-11-1937			
Maurice Marcel Giroux	16-03-1937	to	22-08-1940	
Post Office Closed	22-08-1940			
Post Office reopened	01-08-1942			
Edmund Joseph Bolger	01-08-1942			Acting
Edmund Joseph Bolger	23-02-1943	to	22-10-1947	Resignation
Douglas Frederick Hutchinson	23-10-1947			Acting
Douglas Frederick Hutchinson	01-02-1947	to	08-09-1949	Resignation
Robert Gagen Jenkins	09-09-1949			Acting
Robert Gagen Jenkins	23-11-1949	to	31-07-1952	Resignation
Garth Lyle Clark	01-08-1952			Acting
Garth Lyle Clark	18-09-1952	to	15-02-1953	Resignation
Donald Ramsay Pepper	16-02-1953	to	17-04-1953	Resignation
Gordon Ralph Burton	18-04-1953			Acting
Gordon Ralph Burton	25-06-1953	to	14-04-1955	Resignation
Lawrence Elmer Todd	15-04-1955			Acting
Lawrence Elmer Todd	08-11-1956	to	11-08-1960	Resignation
Basil Clare Fitzpatrick	12-08-1960	to	30-01-1961	
Post Office Closed	30-01-1961			
Post Office reopened	14-03-1969			
Echo Bay Mines Ltd. (Nominal Postmaster)	14-03-1969			
J. Zigarlick (Acting Postmaster)	14-03-1969	to	31-10-1975	
R.C. Phillips (Acting Postmaster)	01-11-1975			

The former Director of the National Postal Museum, James Kraemer has served as President of the RPSC and is presently the President of the RPSC Philatelic Research Foundation. He does his philatelic writing and research from his home in Ottawa, Ontario.

New on the Philatelic Bookshelf...

Zack: Journal philatelique pour la jeunesse. Publisher: Commission pour la jeunesse de l'USPS, Case postale 7, 3432 Lutzelfluh, Switzerland. Editor: Christina Bamford-Rolli



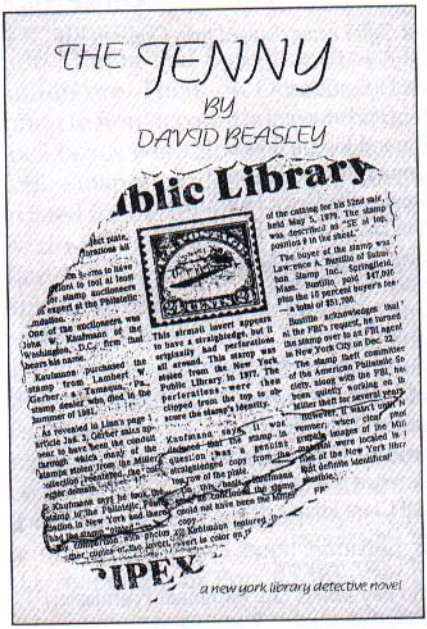
This compact, 14 x 21 cm magazine is one to be envied by any country supporting a philatelic youth movement. Its 32 pages are loaded with information for and by young philatelists. Appearing quarterly, the magazine is published in the three official languages of Switzerland: German, French and Italian. A note on the 'Contact' page informs the reader that translations are available in Romands, the original language of the country and one still spoken by many inhabitants.

The lead article of the first 1995 issue is devoted to Lucerne, one of Switzerland's major cities. The article is written in the three languages. Illustrations are scattered throughout, with reference to the text rather than the customary numbering to which the writer would refer. It is a splendid idea, and could be adopted to many settings. The balance of the magazine has some common references and others devoted to those parts of the country where a particular language is employed. This includes introductory words by the three people responsible for each of the languages.

This magazine is strongly recommended for its informative contents and as an example of masterful editing which overcame some obvious difficulties.

Michael Madesker

The Jenny: A New York Library Detective Novel. Author: David Beasley. Publisher: Davus Publishing, 150 Norfolk St., Simcoe, ON N3Y 2W2. Paperback, 109pp. $9.95 + $2.00 postage from the publisher.



A small but fascinating branch of philatelic literature consists of novels with stamp-related themes. The latest addition to this category is *The Jenny*, a detective novel based on an actual theft of 153 rare and valuable stamps from the New York Public Library. The stamps eventually

turned up in the stock of a deceased stamp dealer.

This fictionalized tale of their recovery is told in the first person by Rudyard Mack, a library detective. The title of the book comes from a 24¢ inverted 1919 U.S. airmail stamp, known to collectors as the Inverted Jenny. A copy was one of the purloined philatelic gems.

The pursuit of the missing stamps leads Mack through the sometimes seedy environs of New York. In the end, the missing Jenny is the last of the stamps to be recovered.

The writing is fast paced, and for this reviewer the novel offered a pleasant diversion on a hot summer afternoon. The philatelic terms are well explained so that any reader can follow the story, but this novel will have a special appeal to stamp collectors.

The specialized knowledge of the author, a former New York librarian, lends credibility to the story.

Ed Stephens

***Stanley Gibbons Stamp Catalogue. Part 17: China, 5th Edition, 1995. Soft cover. Published by Stanley Gibbons Ltd., Ringwood, Hants., England BH 24 3SH. Distributed in Canada by Lighthouse,* 255 Duke St., Montreal, QC H3C 2M2, and available through stamp dealers.**



It is six years since the last edition of this catalogue, which will be snapped up by China specialists quickly for the revised prices and the listings of new issues.

There are several additions to this edition, such as prices for Hong Kong stamps used in the treaty ports, some older stamps not previously listed, and some revisions to the numbering system.

The catalogue includes not only the issues of the empire, the republic, communist China and Taiwan, but also the treaty ports, Chinese provinces, Japanese occupation of China, and foreign post offices in China. All the basic information on these issues is here.

Like all Stanley Gibbons catalogues, this one is logically laid out and visually attractive. The print is small, which may present a hardship to older collectors. Although not a hardcover, the book is sturdily bound, and lies open on the desk, a fact that will be appreciated by collectors when they are working on their stamps.

Steve Thorning



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LUNENBURG ACADEMY / L'ACADÉMIE DE LUNENBURG

Canada Post Corporation issued a stamp on June commemorating the 100th anniversary of the Lunenburg Academy in Nova Scotia. The stamp also honours the 25th anniversary of the Canadian Inventory of Historic Buildings.

Completed in 1895, the Lunenburg Academy is a splendid example of the Second Empire style of architecture, and the only one of the province's eight county academies still in use today as an educational facility.



La Société canadienne des postes a 'émis, le 29 juin, un timbre commémoratif soulignant le centenaire de l'Académie de Lunenburg, située en Nouvelle- Écosse, ainsi que le 25e anniversaire de l'Inventaire des bâtiments historiques du Canada.

Achevée en 1895, l'Académie de Lunenburg est un magnifique exemple architectural du style Second Empire et la seule des huit écoles de comté de la province à avoir conservé sa vocation première.

Specifications:

Date of Issue:	29 June 1994
Denomination:	43¢
Printer:	Canadian Bank Note Co. Ltd.
Quantity:	15,000,000
Dimensions:	26 mm x 40 mm (vertical)
Perforation:	13+
Paper:	Peterborough
Gum:	PVA
Printing Process:	six-colour lithography
Pane Layout:	25 stamps
Tagging:	general tagging, four sides
First Day:	Lunenburg, N.S.

Spécifications techniques :

Date d'émission :	29 June 1995
Valeur :	0,43 $
Imprimession :	Canadian Bank Note Ltd.
Tirage :	15,000 000
Format :	26 mm x 40 mm (vertical)
Dentelure :	13+
Papier :	Peterborough
Gomme :	APV
Procédé d'impression :	lithographie (six couleurs)
Présentation de feuillets :	25 timbres
Marquage :	procédé général, sur les quatre côtés
Premier jour :	Lunenburg (N.-É.)

MANITOBA

Canada Post Corporation issued a special stamp on July 14 commemorating the 125th anniversary of Manitoba's entry into Confederation. As the first province from the prairies to join Confederation, Manitoba opened up the west and played an important role in the development of Canada as one of the largest and greatest nations in the world.

Le 14 juillet, la Société canadienne des postes émettra un timbre commémoratif soulignant le 125e anniversaire de l'entrée du Manitoba dans la Confédération canadienne. Premier territoire des Prairies à devenir une province canadienne, le Manitoba fut la porte de l'Ouest et il a contribué à faire du Canada l'une des plus grandes et des plus remarquables nations du monde.

Specifications:

Date of Issue:	1 May 1995
Last Day of Sale:	31 October 1995
Denomination:	43¢
Printer:	Canadian Bank Note Co. Ltd.
Quantity:	15,000,000
Dimensions:	34 mm x 34 mm
Perforation:	13+
Paper:	Peterborough
Gum:	PVA
Printing Process:	six-colour lithography
Pane Layout:	20 stamps
Tagging:	general tagging, four sides
First Day:	Ottawa, Ontario

Spécifications techniques :

Date d'émission :	1 mai 1995
Dernier jour de vente :	31 octobre 1995
Valeur :	0,43 $
Imprimession :	Canadian Bank Note Ltd.
Tirage :	15 000 000
Format :	34 mm x 34 mm
Dentelure :	13+
Papier :	Peterborough
Gomme :	APV
Procédé d'impression :	lithographie (six couleurs)
Présentation de feuillets :	20 timbres
Marquage :	sur les quatres côtés



DEFINITIVES / TIMBRES COURANTSURG

Canada Post issued new definitives and postal stationery on July 31 to coincide with the rate increases effective on August 1.

The 45-cent Queen Elizabeth II was designed by Tom Yakobina and Chris Candlish, using a portrait by Yosef Karsh. The stamp is available in panes of 100 and booklets of 10. The background of the stamp is turquoise.

The new 45-cent flag stamp depicts the flag flying against the background of an office building. This stamp is available in panes of 100, coils of 100, and booklets of 10 and 25. The design is by Gottschalk + Ash International.

The medium value stamps depict the Gravenstein apple (52¢), American chestnut (71¢), and Elberta peach (90¢). These stamps cover the rates for U.S. letters, domestic letters 30-50 grams, and international

La Société canadienne des postes a annoncé l'émission, le 31 juillet, d'un nouveau timbre à l'effigie de la reine Élisabeth II, et des vignettes illustrant le drapeau canadien et des arbres fruitiers.

Le timbre présentant la Souveraine a été conçu par Tom Yakobina et Chris Candlish d'après un portrait de Yousuf Karsh. Le timbre courant de 0,45 $ sera offert en feuilles de 100 et en carnets de 10. Le motif est rehaussé par l'arrière-plan turquoise.

Une deuxième vignette courante de 0,45 $ présente l'unifolié flottant au-dessus d'un immeuble moderne. Ce timbre sera offert en feuilles de 100, en rouleaux de 100, et en carnets de 10 et de 25. Le motif a été conçu par Gottschalk + Ash International.

La quatrième émission de la série consacrée à des arbres fruitiers présente le pommier Gravenstein (0,52 $), le châtaignier d'Amérique (0,71 $), et la pêche Elberta (0,90 $). Il s'agit des nouveaux tarifs des envois à destination des États-Unis, de la deuxième catégorie de poids (30 g à 50 g) et du régime

letters. These stamps are available in panes of 50; the 52¢ and 90¢ stamps are also available in booklets of five. The designs are by Clermont Malenfant, Richard Robitaille et Denis Major.

The final pair of pre-stamped envelopes in the Capitals of Canada series depict Edmonton on the No. 8 and Quebec City on the No. 10 size. They were designed by Raymond Bellemare. They are available in packs of 10 and singles.

A new version of the self-adhesive greeting stamp appears on September 1. The old blue-silver combination has been replaced with green and gold. The booklets contain 10 stamps in two versions, plus 15 stickers in four designs. The stamps were designed by Tarzan Communication Graphique Inc. of Montreal.

The new aerogramme features an image of a parachute, designed by Raymond Bellemare. It is available in packs of five and singles.

international. Les timbres seront vendus en feuilles de 50 aainsi qu'en carnets de 5 (0,52 $ et 0,90 $). Les motifs sont signés Clermont Malenfant, Richard Robitaille et Denis Major.

Les dernières enveloppes préaffranchies de la série présentant les capitals du Canada seront également mises en circulation le 31 juillet. Y figureront Edmonton, sur l'enveloppe no. 8, et Québec, sur l'enveloppe no. 10. Les enveloppes, dont la conception graphique a été confiée à Raymond Bellemare, seront vendues en paquets de 10 ou à l'unité.

Le 1er septembre, la Société canadienne des postes émettra une nouvelle version de ces figurines. Autrefois argentés et bleus, les nouveaux timbres seront verts et dorés. Les carnets de dix timbres, offerts en deux motifs, contiendront cette fois 15 vignettes autocollantes présentant quatre illustrations. La conception a été réalisée par la maison montréalaise Tarzan Communication Graphique Inc.

Le nouvel aérogramme de la Société sera orné d'un parachute. L'aérogramme, dont la conception graphique a été confiée à Raymond Bellemare, seront vendues en paquets de cinq ou à l'unité.



MIGRATORY WILDLIFE / FAUNE MIGRATICE



On August 15, Canada Post Corporation issued a set of stamps depicting four species that migrate between Canada and Mexico. These are the monarch butterfly, the hoary bat, the northern pintail, and the belted kingfisher. The set commemorates over 50 years of diplomatic relations between the two countries. Mexico will be issuing a set of stamps depicting the same four species of wildlife. All participate in an annual migration between Canada and Mexico.

Le 15 août, la Société canadienne des postes émettra un jeu de timbres-poste mettant en vedette des grands voyageurs de la gent ailée : des papillons, des oiseaux et des chauve-souris qui migrent tous les ans entre le Canaada et le Mexique. Les timbres représentent quatre espèces : le monarque, la chave-souris cendrée, le canard pilet et le martin-pêcheur d'Amérique. Cette émision spéciale souligne un bon demi-siècle de relations diplomatiques entre les deux pays, et le Mexique émettra un jeu de timbres-poste honorant les mêmes espèces pour cïncider avec l'émission canadienne.

Specifications:	
Date of Issue:	15 August 1995
Last Day of Sale:	14 February 1996
Denomination:	4 x 45¢
Printer:	Canadian Bank Note Co. Ltd.
Quantity:	15,000,000
Dimensions:	27.5 mm x 40 mm (vertical)
Perforation:	13+
Paper:	Coated Papers
Gum:	PVA
Printing Process:	seven-colour lithography
Pane Layout:	20 stamps (4 x 5)
Tagging:	flourescent coated paper
First Day:	Ottawa, Ontario

Spécifications techniques :	
Date d'émission :	15 août 1995
Dernier jour de vente :	14 février 1996
Valeur :	4 x 0,45 $
Imprimession :	Canadian Bank Note Co. Ltd.
Tirage :	15 000 000
Format :	27,5 mm x 40 mm (vertical)
Dentelure :	13+
Papier :	Coated Papers
Gomme :	APV
Procédé d'impression :	lithographie (sept couleurs)
Présentation de feuillets :	20 timbres (4 x 5)
Marquage :	papier flourescent
Premier jour :	Ottawa (Ontario)

Society Reports / Rapports de la Société

NEW MEMBERS - NOUVEAUX MEMBRES

The following applications were received and are herewith published in accordance with the Constitution. If no adverse reports are received within thirty days of publication, applicants will be accepted into full membership. Any objections should be sent to: P.O. Box 929, Station Q, Toronto, Ont. M4T 2P1.
• requests address not be published (M) minor - activity guaranteed by parent or guardian (D) dealer
Les demandes d'adhésion ci-dessous ont été reçues et sont publiées en conformité avec la constitution. Si aucun commentaire adverse est reçu dans les trente jours qui suivent les postulants deviendront membres. Toute objection devra étra communiquée à la C.P. 929, Succursale Q, Toronto (Ontario) M4T 2P1.
• demande que son adresse ne soit pas publié (m) mineur-activités philatéliques garanties par un parent ou un tuteur (M) marchand

26306 Mr. Andrzej Starzynski
Ul. Mickiewicza 21 m.10
01-517 Warszawa
POLAND

26307 Mr. Jonathan J. Cable
10 Bromwich Avenue
Highgate, London
ENGLAND
Prestamp Canadian covers, RPO cancels, squared circles, and first flights (all Canadian)

26308 Mrs. M. Elinor Dearden
Canada, Great Britain, Channel Islands

26309 Ms. Amber K. Girven
116 Stoney Cres. W.
Lethbridge, AB T1K 7B2

26310 Mr. Robert L.J. Magyar
Canada, Aden, India, WWI Postal History

26311 Mr. E. Skasko
21 Scotswood Rd.
Scarborough, ON M1R 3N3

26312 Mr. Ernest M. Wlock
362 Wollaston Rise
Saskatoon, SK S7J 4G5
Alaska, revenues, holograms, precancels, all Canada, errors and varieties

26313 Mr. David R. Chamberlain
122 Michigan Street
Victoria, BC V8V 1R1
Worldwide

26314 Mr. F. Burton Sellers
12637 Rampart Drive
Sun City West, AZ 85375
USA
Haiti, BNA, Brazil, U.S. possessions, U.S. duck stamps, wine on stamps

RESIGNATIONS - DÉMISSIONS

BASHOW, Gary (25888) Liverpool, NS
BLUESTEIN, Stephen B. (20016) Sherman Oaks, CA USA
CASEY, Douglas M. (19110) Halifax, NS
FISK, Arnold (25623) Richmond, BC
HOSKINS, William E. (22249) Edmonton, AB
MERCIER, Augustine (25885) Sherbrooke, QC
PAN, Vuil (26153) Ottawa, ON
PURVES, Ann D. (25850) Toronto, ON
SCINTO, Fred (14884) Waterloo, ON
THOMPSON, Robert (25402) Enumclaw, WA USA
TRITES, Stewart D. (25567)

DROPPED FOR NON-PAYMENT OF MEMBERSHIP DUES

BEARNS, Ronald E. (25832) Paradise, NF
BENTLEY, Nelson D. (22571) Ottawa, ON
BERGMAN, Michael N. (25570) Westmount, QC
BROWN, Norman A. (22169) Badjeros, ON
BURRIDGE, A. Lewis (24676) Ripton, VT USA
CHALMERS, Mary-Anne (25830) Sarnia, ON
COLIN, Fraser (25645) New York, NY USA
COX, Frank H. (25467) Nelson, BC
DEHN, Donald D. (25831) Union, IL USA
GABATHULER, Daniel J. (7951) Boscobel, WI USA
GEIGER, Peter S. (12045) Grand Prairie, TS USA
HANLEY, Alrid (19048) Toronto, ON
HANLEY, Ken (25875) Brandon, MB
HUTTON, George D. (24372) Hamilton, ON
LAGACE, Jean Guy (24341) Laval, QC
LOGAN, Ellen D. (24173) Greensboro, NC USA
MARKHAM, Sylvia S. (15874) Montesano, WA USA
McPHERSON, Charles H. (24404) Delta, BC
MELANSON, Stephen P. (25365) Maple Ridge, BC
MOORE, W.G. (19288) Calgary, AB
NICKSON, David G. (24501) Beaconsfield, QC
OLIVER, Georges (6908) Sherbrooke, QC
SANGER, Stephen R. (26007) Scarborough, ON
SIMPSON, Terry G. (24370) Bancroft, ON
SPANIK, John G. (25426) Burlington, ON
TESSIER, Jean (25860) Boucherville, QC
THERIEN, Noel J. (24665) Brandon, MB
WANG, Tso (!5667) Singapore

DECEASED - NECROLOGIE

ALLEN, Fred (9740) Ottawa,ON
BASS, Dr. Harry (25698) Windsor, ON
DAVIS, Isaac E. (24760) Port aux Basques, NF
WINSTON, Edward C. (24381) Kennebunk, ME

REINSTATEMENTS

GUPTILL, Phil (19422) Phoenix, AZ USA
SYLVAIN, Guy (24215) Delson, QC

CHANGE OF ADDRESS - CHANGEMENTS D'ADRESSE

ASHTON, Leonard C. (22743) P.O. Box 107, Burgessville, ON N0J 1C0
BAKER, Robert C. (15561) #8821, RR 1, North Augusta, ON K0G 1R0
BALL, Bernice C. (12892) #201 - 2189 West 42nd Ave., Vancouver, BC V6M 2B7
BATE, Ian (25993) 3310 Alderwood Avenue, #I-4, Bellingham, WA 98225 USA
BUTLER, Gordon D. (26259) 2114 - 80 Plaza Dr., Winnipeg, MB R3T 5S2
CALLOW, John (20644) 18 Worfolk Place, Whitby, ON L1N 6Z2
CAMBRIDGE STAMP CLUB (C-4) c/o Kenneth G. Koch, 219 Southwood Dr., Kitchener, ON N2E 2B2
CAYA, Jacques (23784) 2 Galt St., Apt. 605, Verdun, QC H4G 3L6
DINOFF, John L. (10176) 21 Marchmount Crescent, Brampton, ON L6S 2T2
DIXON, Maurice (21960) 151 Centre St., Shelburne, ON L0N 1S4
FERGUSON, Howard (25724) 30 Wellington St. E., Suite 201, Toronto, ON M5E 1S3
FOX, Dr. Edward J. (10426) 4180 Almond Court, Vineland, ON L0R 2C0
GALWAY,Dr, Tim (26216) Apt. 302, 227 Banning St., Thunder Bay, ON P7B 3J2
GARRETT, Robert E. (23014) 40 Arch St., Johnson City, NY 13790 USA
GRAHAM, Neil M. (24261) 310 Woodward Ave., #1009, Saint John, NB E2K 2L1
JAMIESON, Michael (23073) 16 Riverwood Cres. S.E., Calgary, AB T2C 4B1
JONES, Michael F. (20835) 364 Applegrove Ave., Peterborough, ON K9H 5L5
McDONALD, Jean E. (25285) Clifton Royal, NB E0G 1N0
MARCUS, Dr. Joel D. (12822) 67 Maple Ave., Rye, NY 10580 USA
MARRIER, L.E. (6519) 324 Masters St., Thunder Bay, ON P7B 6L4
McMILLAN, Alexander (6845) 748 - 5th Street East, Owen Sound, ON N4K 1E5
MEASURES, D.J. (10425) 4 Park St., Clifford, ON N0G 1M0
MURRAY, Melvyn D. (24741) 245 Burritt Ave., Buffalo, WY 82834
NESBITT, Dr. Bruce (25397) 134 McLeod Street, Ottawa, ON K2P 0Z7
PARSONS, Frank (9247) 349 Cinnamon Dr., Memphis, TN 38117-4006 USA
PATERSON, David (23320) 13277 - 96th Ave., Surrey, BC V3V 1Y5
PROWSE, Rev. G. David (9646) Box 514, Brooks, AB T1R 1B5
RATUSHNY, Michael (25470) 1877 Kings Road, Sydney, NS B1L 1C5
SPURR, Harry E. (23367) 12 Administration Rd., Bridgewater, MA 02324 USA
TODD, Dr. Eric C.E. (10713) 1203 - 2233 Allison Road, Vancouver, BC V6T 1T7
TURNBULL, Melville J. (24860) 11031 Pheasant Rd., Winfield, BC V4V 1W9
WEAR, James (19409) #243, 44037 - 42 St. N.W., Clagary, AB T3A 2M9
WONNACOTT, Dr. J.B. (9679) P.O. Box 26044, Charlottetown, PEI C1A 8C3

THE POSTAL HISTORY SOCIETY OF CANADA
invites

APPLICATIONS FOR MEMBERSHIP

The Postal History Society of Canada publishes an award-winning quarterly journal, sponsors seminars on Canadian postal history, and awards prizes for the best postal history exhibit at philatelic shows across Canada.

The 200-page special CAPEX '87 Fifteenth Anniversary issue is still available at $15.00 Cdn., postpaid anywhere in the world.

For further information or a membership application form, write to the Secretary:

R.F. Narbonne, 216 Mailey Drive, Carleton Place, ON K7C 3X9

COMING EVENTS / CALENDRIER

NATIONAL EXHIBITIONS - EXPOSITIONS NATIONALES

1996

MAR. 15 - 17: EDMONTON SPRING NATIONAL, at Conference Centre, Fantasyland Hotel, West Edmonton Mall. Details: John Powell, Box 399, Edmonton AB T5J 2J6; (403) 437-1787.

MAY 17 - 19: PIPEX 1996, annual exhibition of the Northwest Federation of Stamps, staged by the Salem Stamp Society at Columbia Hall, Oregon State Fairgrounds, Salem, Oregon. 200+ competitive frames, 20+ dealers, plus many other features. Information: Al Neff, PIPEX Co-Chairman, 4921 Lone Oak Road S.E., Salem, OR 97302 USA.

1995

SEPTEMBER 1 - 3: BNAPEX '95, British North America Philatelic Society's Annual Convention, sponsored by the Edmonton Stamp Club. Information: Keith Spencer, 5005 Whitemud Rd., Edmonton, AB T6H 5L2.

SEPTEMBER 30: MILTON STAMP FAIR, hosted by the Milton Stamp Club, at the Milton Seniors Activity Centre, Milton, Ont., 10 am - 5 pm. Information: (905) 878-1533 or (905) 878-9076.

SEPTEMBER 30 - OCTOBER 1: SUDBURY STAMP SHOW is **CANCELLED.** Show organizers plan to reschedule for 1996.

SEPTEMBER 30 - OCTOBER 1: VICPEX 95, sponsored by the Greater Victoria Philatelic Society, the Vancouver Island Philatelic Society, and the Victoria Junior Stamp Club, at the Holiday Inn, 3020 Blanshard St., Victoria. Show Cancel. Admission by donation. Information: Show Chairman, Box 5164, Stn. B, Victoria BC V8R 6N4; (604) 721-1940.

OCTOBER 13, 14, 15: CALTAPEX '95, annual show of the Calgary Philatelic Society, at the Chinese Cultural Centre, 197 - 1st Street SW, Calgary, Alberta. 20 dealers, competitive exhibits, junior table, show cover, door prizes, awards banquet. Free admission. Information: Box 1478, Stn. M, Calgary, AB T2P 2L6; (403) 259-8750.

OCTOBER 14: GUELPHPEX 95, annual show of the Guelph Stamp Club, at the Evergreen Seniors Centre, 683 Woolwich St., Guelph, Ont. Hours: 10 am to 4 pm. Information: Gord Fulton, (519) 822-0342.

OCTOBER 21: BRANTPEX 95, the Brantford Stamp Club's annual show. Details to follow.

OCTOBER 28: MIDDPEX 95, sponsored by the Middlesex Stamp Club, at White Oaks Mall, 1105 Wellington Rd., London, Ont. 9:30 am to 5:30 pm. Show features 100 frames and a 25 dealer bourse. Free admission and parking. Information: Patrick Delmore, Box 234, Mt. Brydges, Ont. N0L 1W0; (519) 264-2507.

NOVEMBER 4: KENTPEX 95, the 65th annual exhibition of the Kent County Stamp Club, at the Wheels Motor Inn, corner of Richmond St. and Keil Dr., Chatham, Ont. Hours: 10 am to 4 pm. Free Admission and parking. Information: Paul McDonell, 354-1845.

NOVEMBER 17 - 19: CANADA STAMP DEALER'S ASSOCIATION SHOW, at Queen Elizabeth Building, Exhibition Place, Toronto. Hours: Friday 10 - 7, Saturday 10 - 6, Sunday 10 - 6. Admission Free.

NOVEMBER 18 - 19: VANPEX 95, presented by the British Columbia Philatelic Society, at the Sheraton Landmark Hotel, 1400 Robson St., Vancouver. Hours: Sat. 10 - 6; Sun. 10 - 4. Multi-frame display, Canada Post, 20+ dealers. Information: Blair Henshaw, Box 1652, Stn. A, Vancouver, BC V6C 2P7; phone 689-0723.

NOVEMBER 24 - 26: CANADA STAMP DEALER'S ASSOCIATION SHOW, at Place Bonaventure, Montreal. Hours: Friday 11 - 8, Saturday 10 - 6, Sunday 10 - 5. Admission Free.

1996

MARCH 30 - 31: NORTH TORONTO STAMP CLUB'S 53rd EXHIBITION AND BOURSE, at the Civic Garden Centre, Edwards Gardens, 777 Lawrence Ave. E. (at Leslie St.), Toronto. 10 am - 5 pm daily. Competitive exhibits, 22 dealers, refreshments. Free admission and

free parking. Information: Ben Narier, (416) 492-9311.

AUGUST 30 - SEPTEMBER 1: BNAPEX '96, British North America Philatelic Society's Annual Convention, sponsored by the Texas Prairie Beavers. Information: Jeff Switt, 4005 East Lancaster, Fort Worth, TX 76103.

1997

AUGUST 28 - 30: BNAPEX '97, St. John's, Newfoundland. British North America Philatelic Society's Annual Convention, sponsored by the St. John's Stamp Club. Information: J. Donald Wilson, 11 Elm Place, St. John's, NF A1B 2S4.

International Exhibitions

1995

SEPT. 1-10: SINGAPORE '95, at the Singapore International Convention and Exhibition Centre. Organized by the Association of Singapore Philatelists. Canadian Commissioner: W. G. Robinson, 5830 Cartier St., Vancouver, BC V6M 3A7.

1996

MAR. 21-30: INDONESIA '96, an FIP sanctioned World Youth Philatelic Exhibition, at Bandung, Indonesia. For information apply to the Canadian Commissioner: Mr. Denis Hamel, 2109 - 15 Maitland Place, Toronto, ON M4Y 2X3.

JUNE 8-16: CAPEX '96, an FIP WORLD PHILATELIC EXHIBITION, at the Metropolitan Convention Centre, Toronto, Ont. Prospectus, trade brochure and Bulletin #1 available. Information: CAPEX '96, Box 204, Station Q, Toronto, ON M4T 2M1; tel: (416) 482-1996; fax (416) 482-8182. Canadian Commissioner: R.K. Malott, 16 Harwick Cres., Nepean, ON K2H 6R1. Prospective exhibitors should have their applications in the hands of the Commissioner by June 30, 1995.

JULY 18 - AUG. 4: OLYMPHILEX '96, at the Atlanta Merchandise Mart, Atlanta, Georgia, under the auspices of the FIP, to run concurrently with the 1996 Olympic Games. Restricted to Olympic material and sports philately. For information contact the Canadian Commissioner: Alan J. Hanks, 34 Seaton Drive, Aurora ON L4G 2K1.

SEPT.: EXPOPHILEX, Budapest.

SEPT. 27 - OCT. 6: ISTANBUL '96, FIP sponsored international exhibition in Istanbul, Turkey. Canadian Commissioner: James E. Kraemer, 17 Commanche Dr., Ottawa, ON K2E 6E8. Provisional entry forms are now available from the Commissioner. Provisional entry forms must be submitted by Oct. 1, 1995.

OCT. 12-20: ESPAMER '96, an FIP sanctioned exhibition held in conjumction with Aviacian y Espanio, in Seville, Spain. Open to collectors in Portugal, Spain, and American countries.

OCT. 25 - NOV. 5: ATHINA '96, Athens, Greece.

1997

APR. 16-21: NORWEX '97, Oslo, Norway, an FIP sponsored World Stamp Exhibition, limited to Postal History, Aerophilately, and Thematics. Canadian Commissioner: Denis Hamel, Suite 2109, 15 Maitland Place, Toronto, ON M4Y 2X3; (416) 925-3404.

MAY 29–JUNE 8: PACIFIC '97, an FIP WORLD PHILATELIC EXHIBITION, at Moscone Convention Center, in San Francisco. Commissioners: Canada-East: Mr. Clifford R. Guile, 342 St. Clair Ave. E., Toronto, ON M4T 1P4; Canada-West: Mr. William G. Robinson, 5830 Cartier St., Vancouver, BC V6M 3A7.

AUG. 30 - SEPT. 8: MOSCOW '97, an FIP sponsored World Philatelic Exhibition, celebrating the 850th anniversary of the founding of Moscow. Canadian Commissioner: James E. Kraemer, 17 Commanche Dr., Ottawa, ON K2E 6E8.

DEC. 8 - DEC. 14: INDIA '97, New Delhi, India.

The names and addresses of Canadian commissioners to FIP sanctioned exhibitions will be published when they are available.

CHAPTER MEETINGS / RÉUNIONS DES CLUBS MEMBRES

AJAX PHILATELIC SOCIETY

RPSC Chapter 163 meets 2nd and 4th Wednesday of each month, September to June at Ajax Public Library, 65 Harwood Ave. S., from 6pm to 9pm. All new members and visitors are welcome. Address: PO Box 107, Ajax, ON L1S 3C3.

AMICALE des PHILATÉLISTES des l'OUTAOUAIS

L'APO, chapitre 190 de la SRPC, se réunit tous les jeudi de début septembre à fin avril, de 18h30 à 21h00. Les réunions ont lieu au Chalet Larocque situé au coin des Brodeur et Fortier à Hull. Les visiteurs et les nouvraux membres seront toujours les bienvenus. Visitors and new members are welcome. Information: P. Sarault, 82 rue Kent, Hull QC J8X 3K4.

CLUB PHILATÉLIQUE ARGENTEUIL STAMP CLUB

Chapter 118 meets 2nd Wednesdays of each month (except July and August) at 7:30 pm. Bilingual and bi-province meetings in Hawkesbury ON and Lachute PQ. Information: Yves Lemay, 452 Cécile, Hawkesbury ON K6A 1N9; phone (613) 632-3779.

BARRIE DISTRICT STAMP CLUB

RPSC Chapter 73 meets second Wednesday of each month except July and August at 7:30 pm. at Parkview Centre, 189 Blake St., Barrie. Table Auction at every meeting. Visitors welcome. Contact: Sec.-Treas. Lew Metzger, Box 1113, Barrie ON L4M 5E2.

BRAMALEA STAMP CLUB

RPSC Chapter 144 meets 1st Sunday October to June inclusive (1:30-4:00 pm) and 3rd Tuesday year round (7:30-9:30 pm) at Terry Miller Recreation Complex, Meeting Room 2, Williams Parkway (between Dixie Rd. and Bramalea Rd.) Bramalea, Ont. Visitors welcome. Correspondence: Bramalea Stamp Club, Box 92531, Bramalea ON L8W 4R1.

BRANTFORD STAMP CLUB

RPSC Chapter 1 meets on the 1st and 3rd Tuesdays of the month, September to May, and the first Tuesday in June, at the Woodman Community Centre, 491 Grey St., Brantford, Ont. Doors open at 7 pm, short business meeting at 8 pm, followed by a program. Circuit books, 5 dealers. Visitors welcome. Information: Secretary, Box 25003, 119 Colborne St. W., Brantford ON N3T 6K5; (519) 753-9425.

BRITISH COLUMBIA PHILATELIC SOCIETY

The British Columbia Philatelic Society meets every Wednesday, September to June at 7:30 pm in the Amenity Room, Grosvenor Building, 1040 W. Georgia St. Iformation: B.C.P.S., 3604 Oxford St., Vancouver BC V5K 1P3.

CALGARY PHILATELIC SOCIETY

(Chapter 66) Regular meeting: First Wednesday of month, 7 pm. Auctions on third and fourth Wednesday of month, 7:30 pm. Kerby Centre, 1133 7 Ave. SW. No meetings July and August. Correspondence to Calgary Philatelic Society, P.O. Box 1478, Station "M", Calgary AB T2P 2L6.

CANADIAN AEROPHILATELIC SOCIETY

RPSC Chapter 187, The Canadian Aerophilatelic Society (CAS) welcomes anyone interested in aerophilately or astrophilately, worldwide. Yearly membership is $10 Cdn. No formal meetings; several members meet at the weekly RA Stamp Club meetings at the RA Centre, 2451 Riverside Dr., Ottawa, Ont. 7:30 pm every Monday except June, July and August. Information: Ron Miyanishi, 124 Gamble Ave., Toronto ON M4J 2P3.

CANADIAN ASSOCIATION FOR ISRAEL PHILATELY (CAFIP)

Chapter 76, Jan Bart Judaica Study Group, meets 2nd Monday of each month (except July and August), 7:30 pm, at Shaare Shomayim Synagogue, 470 Glencairn Ave., Toronto. Contact: Joseph Berkovits, York Toronto P.O. Box 33, 260 Adelaide St. E., Toronto ON ; (416) 635-1749.

COLBORNE STAMP CLUB

Chapter 205 meets on the second and fourth Tuesday September to May inclusive at 7 pm, in the Drop-in Centre, Victoria Square, Colborne, Ont. All stamp collectors welcome. Information: Mary Jackson, Box 33, Castleton, Ont. K0K 1M0, phone (905) 344-7882.

CREDIT VALLEY PHILATELIC SOCIETY - MISSISSAUGA -

Chapter 67 meets 2nd and 4th Monday of every month (except on holidays and in July and August) at 7:30 pm at Forest Avenue Public School, 20 Forest Ave., Port Credit. Visitors always welcome. Contact Bob Laker, (905) 279-8807.

DELTA STAMP CLUB

Chapter 138 meets 2nd and 4th Tuesdays (except June through August) at 8 pm at the Phoenix Club, 6062 - 12th Ave., Delta, BC. Visitors are always welcome. For more information call 943-5738.

EAST TORONTO STAMP CLUB

Chapter 12 meets 1st and 3rd Wednesdays (except July and August) at Stan Wadlow Clubhouse, Cedarvale Ave. (first east of Woodbine, at Cosburn), north of arena. Visitors welcome. Sec.: Raymond Reakes, 188 Woodmount Ave., Toronto ON M4C 3Z4.

EDMONTON STAMP CLUB

Touring stampers, new members and guests are welcome to visit Edmonton's R.P.S.C. Chapter 6. Meetings 2nd Mondays, September through July, 7 pm, at St. Joseph High School, 4th floor cafeteria, 109 St. and 108 Ave. Correspondence: Edmonton Stamp Club, Box 399, Edmonton AB T5J 2J6; 437-1787.

ESSEX COUNTY STAMP CLUB (WINDSOR)

R.P.S.C. Chapter 154 meets on the 2nd and 4th Wednesday of the month (4th Wednesday in July and

August) at the Teutonia Club, 55 Edinborough, Windsor, Ont. Meetings start at 7 pm, program at 8 pm. Lots of parking and all visitors are welcome. Information: Essex Count Stamp Club, 2975 Clemenceau Blvd., Windsor ON N8T 2R2; (519) 974-2390.

ETOBICOKE PHILATELIC SOCIETY

R.P.S.C. Chapter 78 meets at Fairfield Centre, 80 Lothian Way, Etobicoke at 7:30 pm, 1st Wednesday of every month except July and August. Visitors always welcome. Information: C.E. Allen, 5 Aintree Court, Etobicoke ON M8W 2E1. Phone 251-3425.

FENELON STAMP CLUB

R.P.S.C. Chapter 176 meets 2nd Monday of each month in the Fenelon Falls Community Hall behind the Village Office on Market Street at 7:30 pm. Visitors always welcome. Information from the President: Margaret Allen, R R 1, Fenelon Falls, ON K0M 1N0.

GREATER VICTORIA PHILATELIC SOCIETY

Chapter 32 meets on the third Friday of each month at 7:30 pm at the Windsor Park Pavilion in Oak Bay. Circuit books, auction and special programmes prevail. Membership $8 per year. Visitors welcome. Information: Don Dundee, 928 Claremont Ave., Victoria, BC V8Y 1K3; (604) 658-8458.

HAMILTON PHILATELIC SOCIETY

R.P.S.C. Chapter 51 meets at 6 pm on 2nd, 4th and 5th Mondays, September to June except holidays, and 2nd Mondays July and August, at Bishop Ryan Secondary School, Quigley Rd. and Albert, in east-end Hamilton. 10 dealers, extensive sales circuit, youth booth, library. Auctions at each meeting, slide shows and speakers periodically. Nominal door fee. Free coffee. Visitors and juniors welcome. Information: Box 60510, 673 Upper James St., Hamilton ON L9C 7N7.

KENT COUNTY STAMP CLUB (CHATHAM, ON)

Chapter 7 meets 4th Wednesday of each month (except July, August and December) in the cafeteria of John McGregor Secondary School, 300 Cecile at 7:30 pm. Visitors always welcome. Sec.: Abie Heersma, 73 Jasper, Chatham ON N7M 4C1.

KINGSTON STAMP CLUB

Chapter 49 meets 2nd and 4th Monday, September to April and 2nd Monday in May, 7:45pm, St. Thomas Anglican Church Hall, 130 Lakeview Avenue (one block N.W. of intersection of Front and Days Roads), Kingston Ont. Visitors are welcome. Information: President, Kingston Stamp Club, 1960 Hwy. 2 East, Kingston ON K7L 4V1; (613) 546-3332.

KITCHENER-WATERLOO PHILATELIC SOCIETY

Chapter 13 meets 2nd Thursday every month (except July and August) at Rink in the Park, Seagram Drive, Waterloo. Visitors welcome. Information: Betty J. Martin, P.O. Box 43007, Eastwood Square Post Office, Kitchener ON N2H 6S9; 578-7782.

LAKEHEAD STAMP CLUB

Chapter 33 meets 2nd Wednesday and last Friday each month, September to June at the Herb Carroll Centre, 1100 Lincoln St., Thunder Bay ON. Meetings start at 8:00; visitors welcome. Sec.: D. Lein, 232 Dease St., Thunder Bay ON P7C 2H8.

LAKESHORE STAMP CLUB

Chapter 84 meets at Lindsay Place School, Broadview Avenue, Pointe Claire, QC, 2nd and 4th Thursdays, September to June at 7:30 pm. Information: David Nickson, President, P.O. Box 1, Pointe Claire, PQ H9R 4N5.

MILTON STAMP CLUB

Chapter 180 meets last Monday of each month (except December), from 7:00 pm at Hugh Foster Hall (next to Town Hall) in Milton, Ont. Silent auction every meeting. Information: Milton Stamp Club, 425 Valleyview Cres., Box 203, Milton ON L9T 3K9; Phone (905) 878-1533 or (905) 878-9076.

NORTH BAY & DISTRICT STAMP CLUB

Chapter 44 meets on the 2nd and 4th Tuesday of the month, September to May, at the Cassellholme Home for the Aged, 400 Olive Street, North Bay ON at 7 pm. (Basement meeting room.) Table auction and sales circuit. Visitors are welcome. Information: John Fretwell, RR 1, Callandar ON P0H 1H0; (705) 752-1364.

NORTH SHORE STAMP CLUB

Chapter 198 meets on alternate Tuesdays, September through June, at the Queen Mary School Library, 230 West Keith Road, North Vancouver BC. Visitors are always welcome. For the current meeting schedule and information, call: Neil Worley (987-1670), or Erna Krische (985-2810).

NORTH YORK PHILATELIC SOCIETY

Chapter 21 meets 1st and 3rd Wednesdays of each month (except July and August) at 7 pm in the lounge of Centennial Arena, north side of Finch Ave. W., west of Bathurst. Sales circuit, auctions, speakers, lectures. Visitors welcome. Information: John DeGroot, Box 62, Willowdale ON M2N 5S7; (416) 493-1008.

NOVA SCOTIA STAMP CLUB

The first affiliate of the RPSC, est. 1922, meets 2nd Tuesday of each month, September to June at the Nova Scotia Museum. Visitors welcome. Information: E. Sodero, 831 Tower Rd., Halifax NS B3H 2Y1.

OAKVILLE STAMP CLUB

Chapter 135 meets 2nd and 4th Tuesdays of each month at 7pm in the Cafeteria, St. Thomas Aquinas Secondary School (formerly Perdue High School), 124 Margaret Drive (Lakeshore West/Dorval Drive), Oakville. Visitors welcome. Information: Oakville Stamp Club, Box 69643, Oakville ON L6J 7R4.

OTTAWA PHILATELIC SOCIETY

Chapter 16 meets every Thursday at 7:30 pm, September through May, at the Hintonburg Community Centre (Laurel Room), 1064 Wellington St., Ottawa ON. Visitors are always welcome. Information: Pres. George MacManus, Box 65085, Merivale Postal Outlet, Nepean ON K2G 5Y3.

OXFORD PHILATELIC SOCIETY

Chapter 65 meets on the 1st and 3rd Thursdays, September to May, at Woodstock Collegiate Institute Cafeteria, Riddell St., Woodstock, Ont. Trading at 7 pm, program at 7:30 pm. Speakers, mini auctions, draw prizes, contests, dealers. Information: Gib Stephens, P.O. Box 20113, Woodstock ON N4S 8X8.

PENTICTON AND DISTRICT STAMP CLUB

Chapter 127 meets the first Sunday of each month at 2 pm at the United Church Hall, 696 Main St., Penticton, B.C. A short business meeting is followed by circuit books every month and four slide shows in the year. Visitors always welcome. Information: 217 Redwing Pl., Penticton BC V2A 8K6; phone (604) 493-0188.

R.A. STAMP CLUB - OTTAWA

Chapter 41 meets every Monday (except June, July and August) at 7:30 pm at the R.A. Centre, 2451 Riverside Dr., Ottawa ON. K1H 7X7. Visitors welcome. Information: (613) 733-5100.

REGINA PHILATELIC CLUB

Chapter 10 meets 1st and 3rd Wednesdays of each month, September through May, from 7 -10 pm at Sheldon-Williams Collegiate Library, 2601 Coronation St., Regina. Visitors are always welcome. Information: Box 1891, Regina SK S4P 3E1.

ROYAL CITY STAMP CLUB

Chapter 104 meets 3rd Thursday of each month (except July and August), 7:30 pm at Community Centre, 65 East Sixth Ave., by Canada Game Pool, corner of McBride, New Westminster BC. Information: Box 145, Milner BC V0X 1T0. Phone 534-1884.

SAINT JOHN STAMP CLUB

Meets 2nd and 4th Wednesdays (Except July and August), 7 pm at the Saint John High School, Canterbury St., Saint John, NB. Visitors and new members welcome. Information: Saint John Stamp Club, 185 Princess Street, Saint John NB E2L 1K8.

ST. JOHN'S PHILATELIC SOCIETY

Meets 2nd and 4th Wednesdays (except July and August), 8 pm at Cabot Institute. Visitors welcome. Chairperson: J. Don Wilson, 11 Elm Pl., St. John's NF A1B 2S4; (709) 726-2741.

SOUTH CARIBOO COIN AND STAMP CLUB – 100 MILE HOUSE, B.C. –

The club meets 3rd Mondays of each month at the 100 Mile House Elementary School Library. For information, contact Horst Stock, 395-4497.

SUDBURY STAMP CLUB

Meets 2nd Tuesday of each month, September to June, in the library, LaSalle Secondary School at 7:30 pm. Meetings include slide shows, presentations, and a stamp auction. New members are very welcome. Contact Dan McInnes, president, Box 2063, Stn. A, Sudbury ON P3A 1L8.

TORONTO HARMONIE STAMP CLUB

Chapter 94 meets 3rd Thursdays each month, 7:30 pm, Victoria Park Secondary School, Library Seminar Room, 15 Wallingford Rd., Don Mills ON. Information: J. Doehler 438-4862, or P. Mustard 690-9711.

UNION PHILATÉLIQUE de MONTREAL

Chapter 3 meets 2nd and 4th Tuesdays, September to June at 7 pm, 7110 8th Ave., Montreal (St-Michel) PQ. Visitors always welcome. Information: 9170 Millen St., Montreal PQ H2M 1W7.

WEST TORONTO STAMP CLUB

Chapter 14 meets 2nd and 4th Tuesdays (except July and August), 7:30 pm at Fairfield Seniors' Centre, 80 Lothian Ave., Etobicoke. Visitors always welcome. Information: 331 Rathburn Rd., Islington ON M9B 2L9.

WINNIPEG PHILATELIC SOCIETY

Meetings 1st and 3rd Thursdays (except July and August), 7 pm in Room 308, Union Centre, 275 Broadway Ave. (corner of Broadway and Smith St.). Visitors always welcome. Information: P.O. Box 1425, Winnipeg, MB R3C 2Z1.

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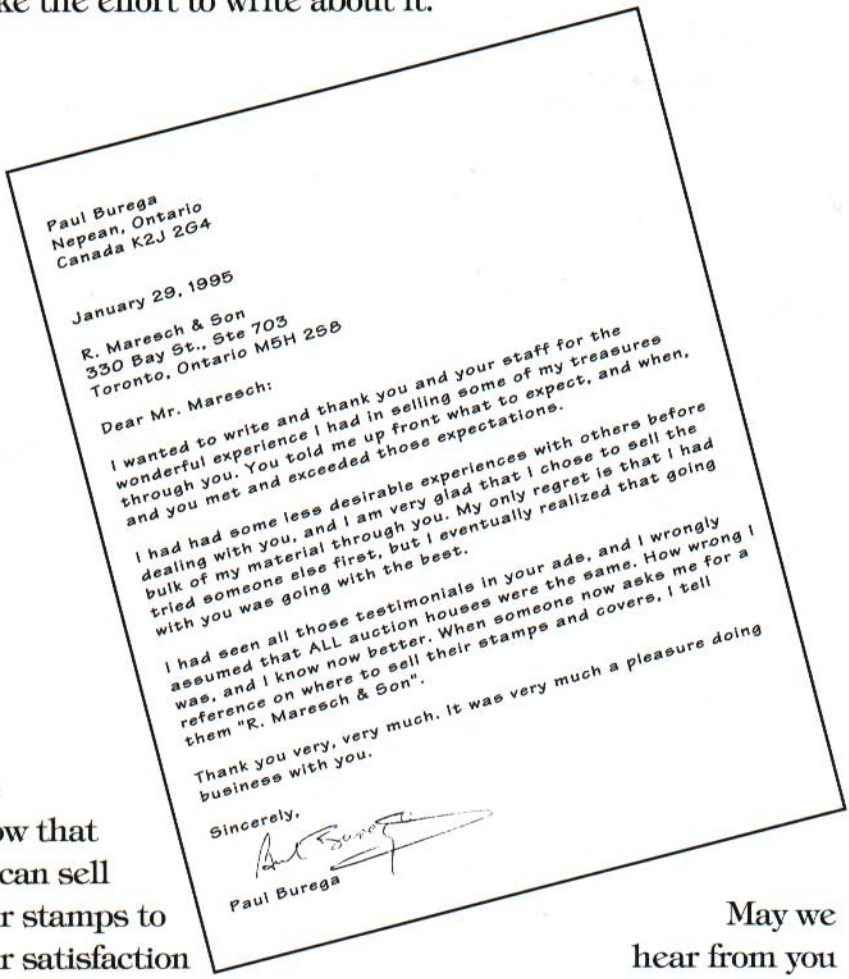
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