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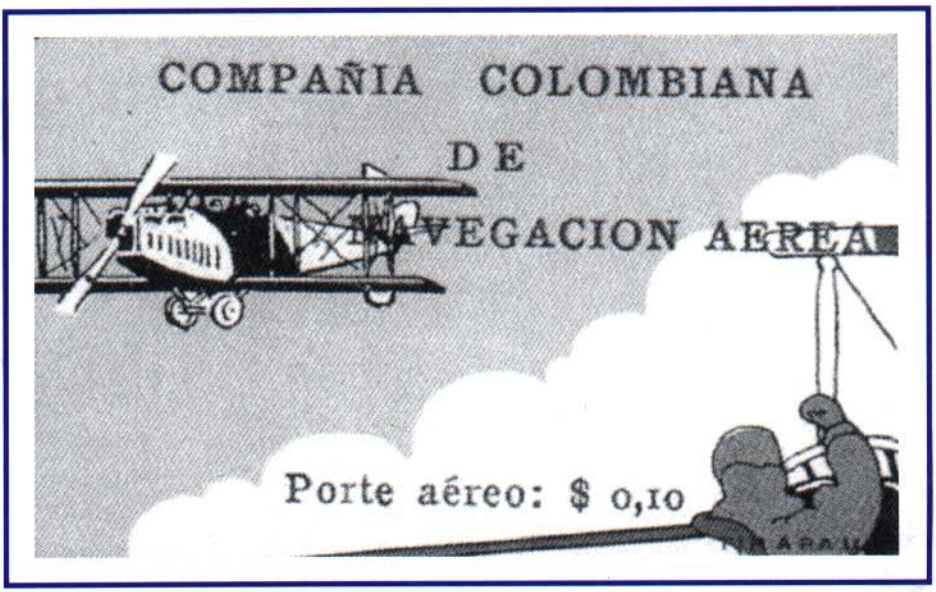
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VOL 46 • NO. 6 NOV-DEC 1995 NOV-DEC

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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EDITOR
Steve Thorning
P.O. Box 121
Elora, Ont. N0B 1S0

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From the Editor's Desk

by Steve Thorning

A BIG DAY AT HOME

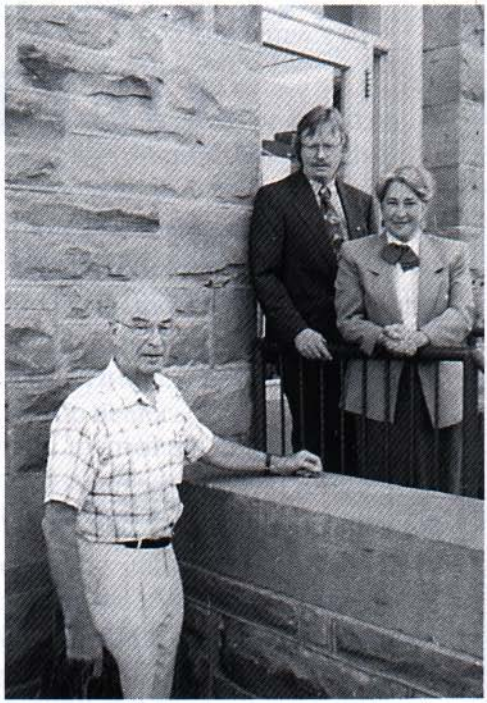
Once in a while I get to wear several hats at once. This happened most recently a few months ago on June 29, the first day of the Group of Seven stamps. A.J. Casson, one of the later members of the Group, did some of his significant early work here in Elora, and for the past few years our village Marketing Committee has built an art show around his work. The new stamps offered a perfect opportunity to honour Mr. Casson and publicize the 1995 show. Mrs. Margaret Hall, A.J. Casson's daughter, expressed enthusiasm for the idea, and Canada Post officials jumped at the chance to add Elora to its list of centres with first day events.

Assisted by Tom Creech and Dave Munn of Canada Post and Elora postmaster Linda Keating, Mrs. Hall and her husband Douglas unveiled the Group of Seven stamps in a ceremony at our new town hall. Mrs. Hall used the occasion to present the village with a set of nine prints from A.J. Casson's series known as the Elora Collection. These prints are a significant addition to our village collection.

Following the ceremony, and the presentation of a framed set of the stamps by Canada Post to Mr. and Mrs. Hall, everyone crossed the street to our 1911-era post office. Our Heritage Elora committee had just completed work for the designation of the building, and this seemed the perfect time for the unveiling of the historical plaque. I put on my historian's hat, and spoke about the postal history of Elora and the role of the postal service—and our beautiful post office building—in the development of the village.

Then it was back to the town hall for a reception, and a switch in my roles to that of deputy reeve. I had a chance to talk to Mrs. Hall about one of my ongoing research projects: the artists who designed Canadian stamps in the 1950s, including A.J. Casson (the 1956 20¢ paper definitive and the 1957 mining stamp).

Canada Post had some good news for us:



there are no plans for further closures of small town post offices in southern Ontario. Our post office is the centre of life in our downtown, and local people have strong opinions about keeping it open. I was most impressed with the Canada Post representatives and their openness in answering questions from the public.

In all the excitement I forgot about First Day Covers. Sheepishly, I showed up the next morning at the post office, and cancelled my covers before the staff changed the date in the POCON handstamp.

I don't expect to get too many chances to be a philatelist, historian, and elected official all at the same time. The picture above, courtesy of the *Fergus-Elora News Express,* shows your editor on the steps of the Elora post office, flanked by Don Harris of Heritage Elora and postmaster Linda Keating. •

INFORMATIVE OFFERS

I will be sending out a series of philatelic offers over the next two or three years involving many thousands of stamps. Canadian stamps and stamps from just about every country in the world will be offered. Prices will range from $5.00 per lot up to $100,000.00 or more.

The offers are in the form of illustrated leaflets which also will have useful facts. These may convince some collectors to take on something new, or convince dealers to handle such for their customers.

HERE IS AN EXAMPLE OF ONE OFFER

It deals with a section of Canadian philately commonly described as a "Back of the Book" feature. It is not small: it began over 100 years ago, and by now there are over 1,000 different items and it is growing by leaps and bounds year after year. Go into any Canadian P.O. and sales in this medium seem to be 50% of the total sold. Publicity in the P.O. given these is easily 90% most of the time.

As yet collectors and dealers are not paying much attention to this Canadian section, but it won't be that way for long. For years I've considered these to be hopelessly undervalued, but did not bother to do anything about it except to buy my usual 100 or so units. I did slow up for a period of two years and now wonder where I can pick up the missing items.

I am no longer alone in believing they are undervalued. Before me is the latest Stanley Gibbons catalog. In the section dealing with Canada here's a comparison as to values:

On ten related older items current Scott price is $16.00; latest Stanley Gibbons $226.00! Another more specialized lot current Canada Specialized catalog is $165.00; contents by Stanley Gibbons would be about $1,220.00!

Well, I have adequate supplies of these. Price will be based on my costs. If you buy from me, good, but do pick these up also from other dealers handling Canadian stamps. I no longer supply current issues but will send you an address where current stamps can be purchased at face value. This would include future issues. Once sold out you and I will have to scramble to pick up missing items.

This is what I mean by Informative Offers. They are based on almost 75 years experience as a stamp dealer.

Kasimir Bileski

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Send in $10.00 in any form, including stamps good for postage. Most will be spent on postage mailing offers to you as developed. You will get first of all some unusual stamps, worth several times the $10.00.

Or if you feel affluent send in $100.00. The stamps I'll send you illustrate several of my "Informative Offers." I doubt if you will ever return them for refund. Allow six weeks for the initial phase of your order to arrive. It will come by registered mail. The $10.00 lot goes by ordinary mail unless you wish it to come by registered mail. Cost is $6.00 extra.

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Letters to the Editor

CANADAIR LIMITED

Sir,

In regard to John Peebles' fine article on Canadair Ltd. in the Sept.-Oct. issue, there appears to be an error in the Venezuelan stamp (Scott 1221). The fighter plane depicted is not a CF-5, as the small print at the edge of the stamp would indicate, but rather, a French-built Mirage 5. This plane and the CF-5 were both used by the Venezuelan Air Force.

David F. Blair
Nepean, Ontario

(Editor's note: Can other aviation experts confirm Mr. Blair's claim?)

Sir,

John Peebles' article addresses two of my avocations, philately and aviation, and thus interested me greatly. I was dismayed to note two glaring omissions:

1. The CL-41 Tutor appeared on Scott No. 903 of Canada, issued on 24 Nov. 1981.
2. Mr. Peebles notes that the CL-215 water bomber has appeared on stamps of Djibouti and Yugoslavia. It is, of course, also shown on Scott 844 of Canada, issued on 15 Nov. 1979.

James W. Bannister
Brampton, Ontario



Canadair's CL-215 water bomber.

(Editor's note: There should have been a note indicating the article was part of Mr. Peebles' study of Canadiana—Canadian subjects on non-Canadian stamps. Most topical collectors would include the Canadian stamps in their albums. I am grateful to Mr. Bannister and others for drawing them to the attention of readers.)

ALLAN STEINHART, FRPSC

Sir,

Allan L. Steinhart, the RPSC Fellow featured in the Sept.-Oct. issue, is one of two living Canadians to have been awarded an International Large Gold medal. The other one is Mirko Rasic, also of Toronto.

The article by Beverlie Clark is well written, and the omission is undoubtedly due to a failure in updating biographies of the people honoured in the pages of *The Canadian Philatelist.* I am drawing this fact to the attention of our members, being certain that Mr. Steinhart's well-known modesty (!) and reticence (!) would prevent him from doing so himself.

Michael Madesker
Downsview, Ontario



(Editor's note: It is our practice to publish photographs of RPSC Fellows, but we did not have one of Mr. Steinhart on hand for the last issue. The above likeness will correct the omission.)

CANADA POST AND U.S. STAMPS

Sir,

I am amazed and appalled that Canada Post

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would start promoting and selling mint American and United Nations stamps. Their duty, as a Philatelic Division, should be to promote Canadian material only, and should head their efforts in this direction only. They have plenty of scope to improve their Canadian distribution and information: e.g., disseminate accurate information on papers, perfs, etc. that are coming on the market.

While I am not a dealer, it is patently unfair that the Corporation should compete with people and business that make their living, and pay taxes, by selling world-wide stamps. What do your readers think?

Ray F. Smith
Delta, B.C.

LIEUTENANT OR CAPTAIN?

Sir,

The letter in the Sept.-Oct. issue by L.E. Marrier concerning Lieut. Story is very good, but there is an error. The photo shows him with three pips on his shoulder, which indicates the rank of Captain. I mention it only to see if any of your eagle-eyed readers can spot them.

It is strange when a person looks back on the war. Right after the war you are busy getting settled back into civilian life, buying a house, raising a family, etc. Only when you retire do you look back on the war and think "My God, did all that really happen?" I think if a young fellow today can take a veteran out for a cold beer or a coffee he should do so. He will get some stories that he will never read in a book.

R.G. Monilaws
Calgary, Alberta

HEAVY CANCELS

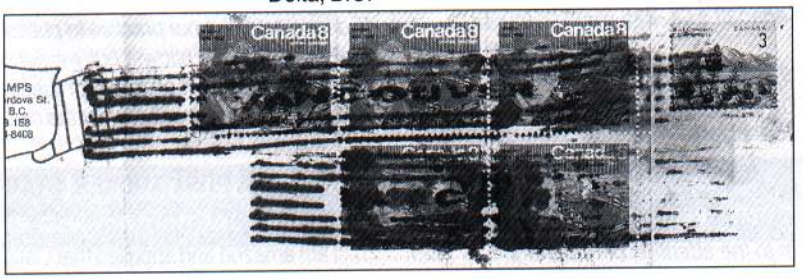
Sir,

I enclose for your edification a horrendous example of the utter lack of care exhibited by some employee or employees of Canada Post Corporation, and the signal failure of the management to come to grips with the situation. *(The cancel, illustrated below, is a Vancouver roller, applied so heavily that the ink has soaked through to the back of the envelope.)*

I have invented (for lack of a better word) a corporate jingle which might be prominently displayed on their letterheads and advertising:
Unless it makes or saves a dollar
We couldn't care less how much you holler.

As far as the example enclosed is concerned, I don't want it back. I am sure you must have a Chamber of Horrors or a Black Hole of Calcutta to which it may be consigned.

W.S. Robertson
Richmond, B.C.



E.R. TOOP, 1923-1995

Ritch Toop passed away on Friday, October 13, 1995. His funeral, held the following Tuesday, was a celebration of a man of the renaissance: a friend, mentor, researcher, writer, and worker. Ritch was all these things. More than 40 members of the philatelic community attended. The RPSC was represented by members of the Executive: Charles Verge, Ralph Mitchener, and James Kraemer. Former colleagues from the National Postal Museum were also present.



Photo by Ron Kitchen, Ottawa.

E. Richards Toop was born and educated in Ontario. He was descended from British immigrants to Canada in 1872. The Toop genealogy, completed with his nephew, Darren, is a major piece of scholarship.

Active in philately since 1959, Ritch served in important positions with the Royal Philatelic Society of Canada, the British North America Philatelic Society, and the Postal History Society of Canada. Following retirement from the Canadian Forces in 1972 at the rank of major, he took a position with Canada Post's Retail Marketing Division. He later served at the National Postal Museum until its closure in 1985.

His main philatelic interest was military postal history. He authored or co-authored four volumes on the subject. Two other manuscripts: *Canadian Military Postal Markings, 1881-*, and *Canadian Postal Events, 1498-1981, A Chronology,* will be completed by friends. He also authored a number of articles; most recently, one on Korean Prisoner of War mail in the Nov.-Dec. 1994 issue of this journal. Prior to his death, he completed two chapters for the new American Air Mail Catalogue on Canadian Airgraphs. Philatelists can expect to benefit from his research for years to come.

Among his other interests, Ritch Toop built an outstanding collection of Canadian Centennials. He was also one of the four principal collectors and researchers of Nixdorff labels.

As late as last spring, he actively advised the organizers of the Military Postal History exhibition held to commemorate the 50th anniversary of the end of World War II. He helped compile the catalogue and mount the display.

Ritch Toop enriched the lives of many people, and all will miss him. His work and the enjoyment he received from it should be an example to all of what is fulfilling in our hobby. We all extend our sincere condolences to Maureen, his faithful stamp traveller, wife and companion, and to his daughter, Lynn Kangas.

CHRISTMAS POSTMARK

Following the success of last year's program, Canada Post is again offering a special Christmas Island, N.S. postmark for those who prefer a special touch on their Christmas mail.

For years at the yuletide season the Christmas Island postmaster has received requests from those wanting Christmas Island cancels. Last year, for the first time, a special seasonal cancel was offered. This year's cancel will feature a Christmas tree. It is probable that red ink will be used with it.

To use this cancel, prepare and stamp your mail as usual, then place it securely in an outer wrapper, with sufficient postage attached, and send to the Postmaster, Christmas Island Post Office, Christmas Island, NS B0A 1C0.

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TWO WINNERS

Each year at the ORAPEX show in Ottawa the Colin Bayley Memorial Award is presented to the best postal history exhibit by a member of the Ottawa Philatelic Society or the R.A. Stamp Club. At right are two recent winners: Eric Manchee (left), the 1994 winner, and Dick Malott (right), 1995 recipient, with the Bayley Award.

Photo courtesy Ron Kitchen, Ottawa.



APS BOOKLET ON YOUTH PHILATELY

Our friends in the American Philatelic Society recently issued a 24-page booklet filled with ideas for youth clubs. It contains 67 tips describing activities and resources, and sells for $5.00 postpaid from the APS, Box 8000-N, State College, PA 16803.

NEW BENDON PRICE LIST

The 1995 James Bendon listing of philatelic and postal history handbooks is now out. The Bendon firm supplies important research works from around the world on specialized topics. For a copy, write to James Bendon Ltd., Box 6484, 3307 Limassol, Cyprus.

J. E. KRAEMER WINS MICHENER AWARD

The first Roland Michener Award, for philatelic authorship in the *Opusculum,* has been made by a committee of accredited literature judges, composed of Ralph Mitchener, Ottawa; Charles Petersen, Laurel, Maryland; and Michael Nowlan, Oromocto, N.B. They selected James E. Kraemer of Ottawa for his article, "Who Was André Frodel?" The illustrated article on Frodel's forgeries is informative and comprehensive, documenting Frodel's life and his dubious accomplishments. Fakes of the Inverted Seaway and plates used to forge the double printing on the Seaway stamp are illustrated.

The Roland Michener Medal was presented to Mr. Kraemer by Charles Verge at the Royal 95 awards banquet on May 20.

Opusculum I, a 200-page anthology of philatelic and historical articles, is available from the RPSC Philatelic Research Foundation.

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NEW INK-JET SLOGAN CANCELS

David Squarzolo of Sudbury, followed by several other readers, has supplied us with an example of the Superman ink-jet slogan cancel, used by Canada Post to help promote the Comic Book Heroes stamps.

The slogan appears in the second line of the impression, in place of the normal "POSTAL CODE / CODE POSTAL" message. It is was authorized for use on 16 of Canada Post's MLOCR (multi-line optical character reader) machines. The slogan was to be used until the end of October, but last days may run into November for individual machines.

Canada Post had to secure permission of DC Comics for the use of the slogan; hence the wording "SUPERMAN TM / MC".

Canada Post officials estimate that more than 80,000,000 pieces of mail will receive the Superman cancel.

Obviously, the most desirable examples of this marking will be those on Superman stamps. We have yet to see such an example, or for that matter, any Hero stamps commercially used.

A three-line ink-jet cancel has also appeared, advertising an 800 customer service number. All examples we have seen come from machine 077, one of two at the Winnipeg Mail Processing Plant.

The first line contains the machine number, postal code, date and time. The second line reads "FOR SERVICE 1-800-267-1177", and the third "POUR SERVICE 1-800-267-1155". All three lines end with a series of killer bars.

Examples of the Superman and For Service slogans are illustrated below.





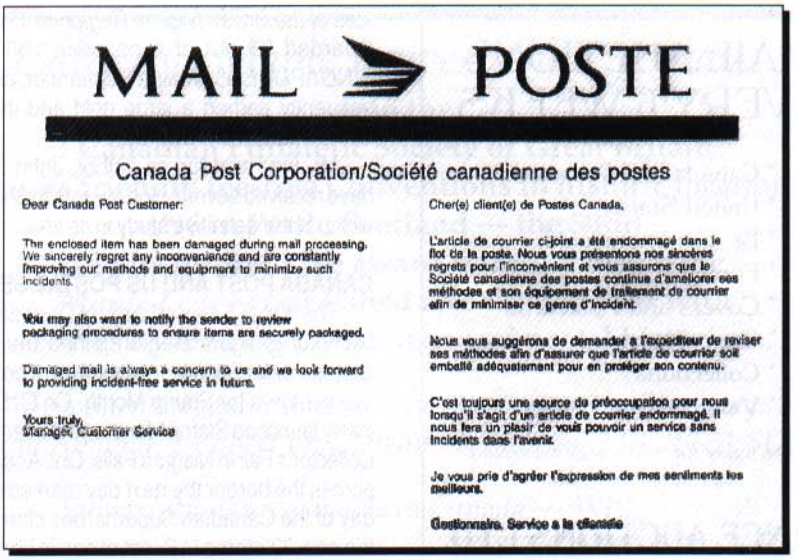
OTHER POSTAL ITEMS

Several readers have asked about a handstamp that sometimes appears on the mailing label of their copies of the journal. It reads "END OF BUNDLE". We assume that it is a Canada Post marking, and that it has something to do with the sorting of the magazines. Can anyone offer more information?



Ross Irwin of Guelph gave us an example of a transparent plastic bag that Canada Post is using to repackage mail damaged in transit. A bilingual message is printed on one side. It reads, "The enclosed item has been damaged during mail processing. We sincerely regret any inconvenience and are constantly improving our methods and equipment to minimize such incidents. You may also want to notify the sender to review packaging procedures to ensure items are securely packaged. Damaged mail is always a concern to us and we look forward to providing incident-free service in the future."

This wrapper (illustrated at the top of the next page) replaces manilla envelopes of various sizes, scotch tape, and handstamps previously used in the repackaging and repairing of damaged mail. Collectors of damaged and interrupted mail should watch for the wrappers.



MAIL POSTE

Canada Post Corporation/Société canadienne des postes

Dear Canada Post Customer:

The enclosed item has been damaged during mail processing. We sincerely regret any inconvenience and are constantly improving our methods and equipment to minimize such incidents.

You may also want to notify the sender to review packaging procedures to ensure items are securely packaged.

Damaged mail is always a concern to us and we look forward to providing incident-free service in future.

Yours truly,
Manager, Customer Service

Cher(e) client(e) de Postes Canada,

L'article de courrier ci-joint a été endommagé dans le flot de la poste. Nous vous présentons nos sincères regrets pour l'inconvénient et vous assurons que la Société canadienne des postes continue d'améliorer ses méthodes et son équipement de traitement de courrier afin de minimiser ce genre d'incident.

Nous vous suggérons de demander à l'expéditeur de reviser ses méthodes afin d'assurer que l'article de courrier soit emballé adéquatement pour en protéger son contenu.

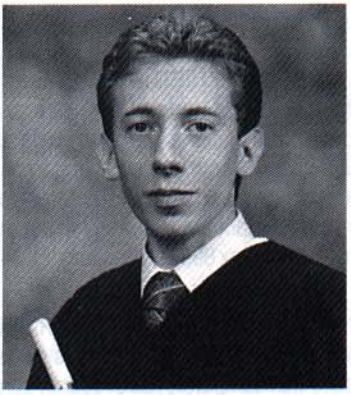
C'est toujours une source de préoccupation pour nous lorsqu'il s'agit d'un article de courrier endommagé. Il nous fera un plaisir de vous pouvoir un service sans incidents dans l'avenir.

Je vous prie d'agréer l'expression de mes sentiments les meilleurs.

Gestionnaire, Service à la clientèle

YOUTH PHILATELIST FOR 1995

Julian Cleary, an 18 year old youth from Saint-Bruno-de-Monterville, Quebec has been chosen Canada's Youth Philatelist for 1995. He is presently studying pure and applied science at Champlain College in St. Lambert.



Mr. Cleary receives the Manfred Walther Award, a cheque for $100 from the RPSC Philatelic Research Foundation through funding from the Harmonie Stamp Club of Toronto, where Mr. Walther was a member. As well, he receives the Roland Michener Award, a silver medal.

Twelve years ago, Mr. Cleary became interested in stamps when his father took him to a Lakeshore Stamp Club show. His primary collecting area is Cetaceans (whales, dolphins and porpoises), which he took up after seeing *Star Trek IV—The Voyage Home*, a story involving the rescue of humpback whales. His study earned a silver medal at the CANADA 92 Youth Exhibition in Montreal. More awards followed, culminating in a large vermeil and best topical at ROYAL 95 this year. He plans to exhibit at CAPEX 96 and ISTANBUL 96 next year.

Mr. Cleary also collects elephants on stamps, and items relating to the city of Montreal. In his spare time he enjoys juggling, swimming, music, chess, and writing.

His parents, Elmer and Chrisine Cleary, are proud of their only child's interest in philately. Mr. Cleary Sr. is well known as a philatelist and exhibitor.

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KOREA STAMP SOCIETY

A very attractive and useful specialty journal is *Korean Philately,* the quarterly issued by the Korea Stamp Society. Each issue contains more than 20 pages, and is punched for permanent storage in a three-ring binder. It is ably edited by Gary McLean of St. Paul, Minnesota.

Korea has a fascinating philatelic history. Interest in this area is growing rapidly, but it is still a somewhat obscure subject in North America due in part to the sketchy entries in the Scott catalog. The U.S. embargo on North Korea stamps and lack of dealer interest also frustrate collectors. Membership in this society, therefore, is particularly beneficial for collectors of Korean stamps. Cost is $25 US per year, and includes a subscription to the journal plus other society benefits. For more information, write to the secretary-treasurer, William Matthews, Box 15306, Columbus, OH 43215.

NIGERIAN BOOK WINS AGAIN

The book co-authored by RPSC member Jack Ince of Stirling, Ontario, *The Postal Services of the British Nigeria Region to 1914,* was awarded 96 out of a possible 100 at the SINGAPORE 95 show in September, and consequently earned a large gold and the John Gartner Literature Award.

Mr. Ince and his co-author, John Sacher, have received several high awards for this book, which is the definitive study in its area.

CANADA POST AND US POSTAL SERVICE

The Retail Sales officials of Canada Post's Hamilton-Niagara Region joined the United States Postal Service in a number of co-operative ventures for Stamp Month. On Oct. 1 they jointly launched Stamp Month at the International Collector's Fair in Niagara Falls, Ont. A ceremony across the border the next day marked the first day of the Canadian Superheroes stamps and the new 20-stamp U.S. set of comic book characters. Canada Post operated a one-day postal outlet in the U.S. for the occasion.

On Oct. 13 the USPS operated a one-day postal outlet at Niagara-on-the-Lake. At the end of the month, on Oct. 30, postal employees dressed as comic book characters visited patients at children's hospitals in Buffalo and Hamilton to introduce them to stamp collecting.

PERFIN EXHIBITING GUIDE

The U.S.-based Perfins Club has prepared a 10-page booklet entitled *Guide to Perfin Exhibiting.* It is useful to both collectors of stamps with perforated initials and to judges. Interested collectors can contact the Perfins Club secretary, Ralph Smith, at Box 89511, Leesburg, FL 34789.

NEW SOFTWARE FOR COMPUTER USERS

A couple of new software items of use to collectors with computers have recently come to our attention.

The first is a Windows-compatible screen saver featuring American and worldwide stamps. Each stamp image is accompanied by a descriptive text. It is available for $19.95 US from Company Compendia Inc., 18 S. Michigan, Suite 1100, Chicago, IL 60603.

Several stock-keeping and inventory programs are already on the market. A new one is SecureTrack. This program provides the usual

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Specimen magazine and Society details from the Secretary:
Tom Almond, 2 Filbert Dr., Tilehurst, Reading UK RG31 5DZ

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cataloguing and inventory functions, and also has a graphics capability. It can produce reports for check-list and insurance purposes. It costs $125 U.S. from InfoVision Technologies, 18 Lyman St., Suite 1, Westborough, MA 01581.

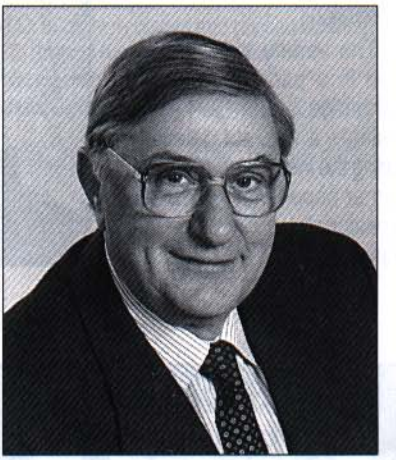
END OF SENATE FDCs

As part of a budget reduction program, the Canadian Senate is discontinuing its First Day of Issue cancellation service on December 31, 1995. Thus ends a service that has been available for many years. Those wishing more information can contact the Senate postmaster, Gilles Gouin, at (613) 992-3332.

SCHMIDT BOOK POPULAR

John Schmidt, who writes on modern Canadian definitives for the *Canadian Philatelist*, is enjoying success with his handbook, *A Survey of Recent Canadian Definitive Stamps, 1972-1994.* Although only on the market a few months, sales have already passed the 300 mark, and are continuing strong. This shows that there is strong collector interest in the perf, paper, and printing varieties modern definitives. The 98-page book is looseleaf to facilitate updates. It is available for $21.95 postpaid, or $17.95 for pages only, from Saskatoon Stamp Centre, Box 1870, Saskatoon, SK S7K 3S2.

VICE-REGAL PATRONAGE



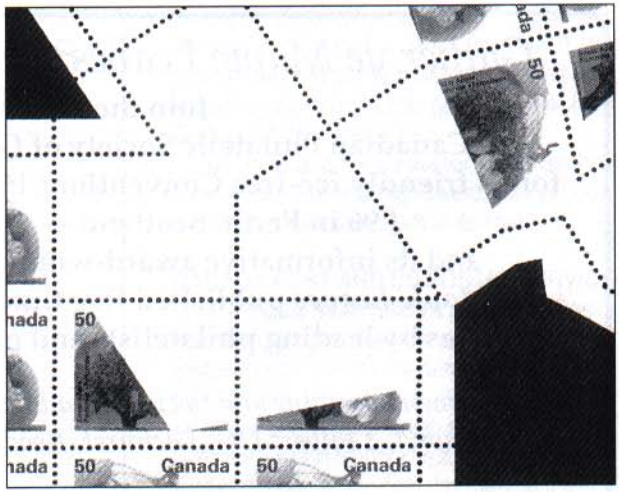
His Excellency the Right Honourable Roméo LeBlanc, P.C., C.C., C.M.M., C.D.
Governor General and Commander-in-Chief of Canada.

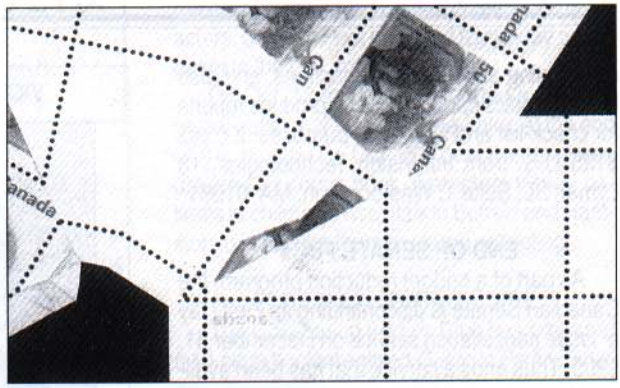
Several issues ago we advised members that the RPSC has been honoured with the official patronage of our new Governor General. At the time we did not have a photograph, but one is now on hand, taken by Sgt. Michel Roy.

TRIPLE PAPER FOLD

A spectacular triple paper fold on the 50¢ Snow Apple definitive has been reported by John Jamieson of the Saskatoon Stamp Centre. The folds appear at the upper right corner of the pane. The paper became folded back on itself prior to printing and perforation. When the pane is unfolded (as shown at right) the perforations are askew, and incomplete images occur on the part of the paper that contacted the printing roller. Because this is a triple fold, a portion of the printing occured at two places on the gummed side of the paper. The reverse, or gummed side of the pane (lower right) shows the partial impressions.

The variety was discovered in a pad of sheets at Lethbridge late in 1994. Surprisingly, it was not detected during the inspection process. Corner paper folds are found occasionally, but few are as dramatic as this.







WWII COMMEMORATIVES

A number of stamps, cachets, and cancels have appeared during 1995 commemorating the 50th anniversary of the end of World War II. Denmark issued a very attractive stamp on May 4, depicting Field Marshall Montgomery. The Danish post office issued a postcard (left) with the stamp superimposed on a photo of Montgomery with King Christian X and Queen Alexandrine. Thanks to Carlo Rasmussen for this copy.

Auction Calendar

NOV. 21: Charles G. Firby. Annual Rarities of Philatelic Literature Auction. Catalogues: 6695 Highland Rd. #107, Waterford, MI 48327-1967 USA; (810) 666-5333; fax (810) 666-5020.

NOV. 21-22: R. Maresch & Son: The Norm Brassler collection of Large Queens Part II, Canada, Japan, Russo-Japanese War postal history, Commonwealth, foreign. Free catalogues on request: 330 Bay St., Suite 703, Toronto ON M5H 2S8.

Dealers and auction operators can have their sales listed by advising the editor by mail or at (519) 846-9954.

Recent New Issues

AUSTRALIA:

MAY 11: 50th anniversary of United Nations, 4 x 45¢. Photolithography by McPhersons Printing Group.

JUNE 8: Envelopes: C6 plain, Perth Narrows Bridge, 55¢; C6 window, Adelaide Bridge, 55¢; DL plain, Westgate Bridge; DL window, Sydney Harbour Bridge, 55¢; C5, Tasman Bridge $1.10; C4, Brisbane Story Bridge, $2.20; B4, $2.75, Canberra Commonwealth Ave. Bridge, $2.75.

JUNE 8: Centenary of cinema, 5 x 45¢. 2 panes of 50. Photolithography by McPhersons Printing Group.

JULY 13: People with disabilities, 2 x 45¢ se tenant. Gutter strips available. Photolithography by McPhersons.

AUG. 10: World War II 50th anniversary, 4 x 45¢ se tenant, 2 panes of 50. Photolithography by McPhersons.

AUG. 10: Peace and Victory, 2 x 45¢, $1.50. Reproductions of 1946 designs. 2 panes of 25. Gutter strips available. Intaglio by Note Printing Australia.

GREAT BRITAIN:

MAY 2: Peace and Freedom: 2 x 19p, 2 x 25p, 30p. Photogravure by Harrison.

MAY 16: Stamp books: £1.40 (4 x 35p), £1.64 (4 x 41p), £2.40 (4 x 60p). New covers and revised wording.

MAY 16: Vending machine book, £1: Inspiration for Victory No. 3. Stamps have 2 phosphor bands.

MAY 16: Stamp book, 4 x 1st class plus R.J. Mitchell commemorative label.

MAY 16: 25p definitive in coils of 500 and 1000. Printed by Harrison; 2 phosphor bands.

JUNE 6: H.G. Wells and science fiction, 25p, 30p, 35p, 41p.

JUNE 6: Vending machine books: 50p Sea Charts 3 - St. David's Head; £2 Rowland Hill 3 - Mulready Envelope. Stamps have 2 phosphor bands.

JUNE 26: Stamp book: 10 x 1st class stamp, Saintsbury's magazine promotion.

JULY 4: Youth Olympics aerogramme, 45p.

JULY 18: Scottish aerogramme - prehistoric Scotland, 45p.

AUG 8: Shakespeare's Globe Theatre, 5 x 25p.

AUG. 22: £1 Machin head definitive; £3 definitive - Carrickfergus Castle.

UNITED STATES:

MAR. 17: Nondenominated presort postcard rate (15¢), Cadillac tail fin. 5-colour gravure. Coils of 3,000 and 10,000. First Day: New York.

MAR. 17: Nondenominated presort first class rate (25¢), jukebox. 6-colour gravure. Coils of 3,000 and 10,000. First Day: New York.

MAR. 17: 32¢ peel-and-stick for ATMs. Flag over field. 5-colour gravure. Coils of 500, 3000 and 10,000. First Day: New York.

APR. 18: 32¢ peel-and-stick, flag over porch. 5-colour gravure. Panes of 20. First Day: Washington.

APR. 20: Kids' Environmental Issues, 4 x 32¢ se tenant. 5-colour offset, sheets of 16. First Day: Washington.

APR. 26: Richard Nixon, 32¢. 4-colour offset + 2-colour intaglio. Panes of 50. First Day: Yorba Linda, California.

APR. 27: Black Heritage, 32¢, Bessie Coleman, aviator. 2-colour intaglio. First Day: Chicago.

Reprints of definitives, no first day: 3¢ Paul Dudley White, new plate 4 and untagged; 3¢ Conestoga wagon coils of 3,000 on different paper with dextrine gum, plate 3; 10¢ bulk rate Eagle and Shield, change in paper; 5¢ Circus Wagon coil of 10,000, paper change and denomination imprint changed from 05 to 5¢.

MAY 19: 32¢ definitive, flag over porch. Sheet version: 5-colour gravure, panes of 100. Booklet version: 5-colour gravure, booklets contain 2 panes of 20. Coil version: 5-colour gravure. Coils of 10,000 printed by Stamp Venturers, coils of 100, 500, and 3000 by BEP. First Day: Denver, Colorado.

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The President's Page / La page du président



by William G. Robinson

I have recently received several letters of complaint and one outright resignation over the way our Directors are chosen and our Officers are elected. My response has been that they should become more active in the affairs of their Chapters and of the Society as a whole to influence change from within the Society. Resignation certainly shows a lack of interest. You can accomplish nothing from the outside.

The writers show no understanding or knowledge of the bylaws of the Society, and how the elections are conducted. Like any organization, we are governed by our bylaws, and the election procedure could only be changed by changing the bylaws. Section 12 of the bylaws governs the election of Directors. It reads:

> For any person to be eligible for election as a Director the following procedure must be complied with: There will be a call for nominations for Directors at the forthcoming Annual Meeting in the November/December issue of the *Canadian Philatelist* or such earlier issue as is deemed appropriate by the President. Nominations must be in writing and be made by and seconded by members in good standing of the Corporation. The person nominated must consent to his or her nomination; and such nomination to be valid must be received by the Office of the President by January 1 of the year in which the election is to take place. All nominations must be placed before the Nomination Committee, who will then prepare a slate of Directors from those nominated to ensure National representation based on levels of membership. The proposed slate of Directors will be published in the March/April issue of the *Canadian Philatelist* along with a short biography of each nominee.

Based on current levels of membership, there are currently one Director each for Newfoundland, Nova Scotia, New Brunswick/P.E.I., Manitoba/Saskatchewan, and Alberta/N.W.T. There are two Directors each for B.C./Yukon and Quebec, and seven for Ontario/U.S.A./U.K. If we are unable to attract outstanding candidates from specific areas, the geographic balance may be disrupted for a term or two, but this represents the ideal.

We try to attract nominees from those who have served the Society in other capacities, or who have shown interest in our affairs, but are usually not very successful. Sometimes it is difficult to find even one nominee per vacancy. Most Directors are put to considerable expense to attend the Directors' and Annual meetings. There is a maximum travel allowance of $250 per Director once each year to attend the Annual Meeting or a Directors' meetings. Would you want such a job?

Please give me some feedback as to what type of elections you want—so that the bylaws can be changed if the majority of the membership so desire. Unless you tell us what you want, we can't do much about it.

Merry Christmas and Happy New Year!

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Montreal:
November 24, 25, 26
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Saturday 10 a.m. - 6 p.m.		Saturday 10 a.m. - 6 p.m.
Sunday 10 a.m. - 5 p.m.		Sunday 10 a.m. - 5 p.m.

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For further information contact the CSDA at the address above.

CAPEX 96 *UPDATE. . .*

SEVERAL THEMES TO BE FEATURED AT CAPEX

Show organizers for CAPEX 96 are developing several themes that will focus exhibits and activities at Canada's huge International Philatelic Exhibition. Many of the themes are related to transportation. There will be an exciting presentation on the making of the Historic Vehicles stamps. Unusual transportation vehicles will also be featured.

Many significant anniversaries will be marked in 1996, and CAPEX will be helping to mark these. For example, there will be philatelic displays to mark the 100th anniversary of the Klondike Gold Rush, the centenary of Cinema in Canada, and the 75th birthday of the famous schooner *Bluenose.*

More details will follow in the coming months.

SOCIETIES AND STUDY GROUPS TO MEET

The RPSC is only one of many philatelic organizations to schedule its 1996 annual meeting at the CAPEX show. As well, many specialty societies will hold special meetings and seminars during the show. Many philatelists will want to time their visit so that they can attend a particular session. *The Canadian Philatelist* will publish a list of meetings and special sessions in the next issue.

NOT TOO LATE FOR THE BEAVER CLUB

The best and most convenient way to attend CAPEX is as a member of the Beaver Club. Members receive a pass to the show, and will avoid lineups at the door by using the special Beaver Club entrance. They can also pause during the show to enjoy a relaxing cocktail at the members-only Beaver Club lounge. Members receive all the official publications of the show, including the Catalog and Palmares. There are also show souvenirs for members, including stickers and the limited edition Commemorative Lapel Pin. Membership costs only $100.00. Why not join now?

ACCOMMODATIONS IN TORONTO

The Crowne Plaza Toronto Centre, adjacent to the CAPEX site, is the official hotel for CAPEX 96. Toronto and area offers a wide variety of other accommodations. Six of the city's large hotels have joined the CAPEX team by offering special rates for show visitors. Rates vary from luxury to family oriented. For more details, write to CAPEX and ask for Brochure No. 5, Accommodations.

LEND A HAND TO THE ROYAL

The RPSC will have a booth at the show, to help promote the Society and to introduce the Royal's officers to the far-flung membership. We need volunteers to staff the booth. Michael Nowlan has agreed to co-ordinate the volunteers. If you can spare two or three hours during CAPEX, why not speak up? It is a great opportunity to meet old friends and make new ones. Contact Michael Nowlan directly at 514 Gardiner Street, Oromocto, NB E2V 1G3.

For more information on CAPEX 96, including accommodations and the Beaver Club, write to:

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Fellows of the Society

by Beverlie A. Clark, FRPSC



E. Richards Toop

E. Richards Toop, membership number 8321, was elected a Fellow of the Royal Philatelic Society of Canada in 1988, in Winnipeg at ROYAL '88, the Sixtieth Annual Convention of the Society.

Ritch (as he is known by his many friends) was born near Carleton Place, Ontario in 1923. His obtained his early education in the Carleton Place/ Almonte, Ontario vicinity. When he was 18 years old he joined the RCAF, serving continuously through World War Two in various positions in Canada, the United States, England, and Europe. He continued with the RCAF with the peace-time forces as a Logistics Officer, spending a number of years with Logistics Command Headquarters and Canadian Forces Headquarters in Ottawa, retiring as a Major in 1972.

Upon retiring from the Canadian Forces he joined Canada Post's Retail Marketing Branch and for the next six years was responsible for the management of the Philatelic Mail Order Service and the planning and implementation of improved services to philatelists with a computerized mail order service. He then joined the National Postal Museum and co-ordinated the move of the Museum from Confederation Heights to the Wellington Street site. He was with the Museum until its closure in 1985.

Ritch became actively involved in philately in 1959 and maintained active membership in 14 different clubs and societies, his main interest, understandably, being Canadian military postal history. He co-authored several books on Canadian military postal history from the colonial period to 1989, including *Canadian Military Post Offices to 1986; Canadian Military Postal Markings 1881-*, illustrating all known marking together with other detailed information; *Postal Events 1498-1981, A Chronology*. In 1988 the Canadian Specialists Society awarded him the Dube Award for philatelic literature.

From 1983 until 1987 he served as Office Manager of our Society and worked diligently, along with his wife Maureen, through the computerization of the records. At the same time he was able to implement many improvements in overall management, resulting in large monetary savings to the Society: in particular, second class mailing privileges, and the introduction of a mailing wrapper for the *Canadian Philatelist*.

From 1982 to 1986 he served as Circulation Manager for the British North America Philatelic Society, as well as serving on the board of directors of that society. In 1993 he was honoured by BNAPS when he was inducted into the Order of the Beaver. For a number of years he served as a director of the Postal History Society of Canada. He was an active exhibitor and award winner through the years. The Toops were attendees at Annual Conventions whenever possible.

E. Richards Toop passed away in October 1995.

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by Hans Reiche

PRINTING TECHNIQUES

In a recent article by Bill Pekonen in *BNA Topics*, he brings up the matter of the so-called "Muddy Water" Christmas stamp. He suggests that further research be made on the use of two layers of red for printing this stamp. This is a welcome new avenue which could lead to new conclusions on how this stamp was printed.

The notion that two separate layers of a colour or shade have been used stamps is not a new one. So-called single colours on a stamp may have been produced by using two layers in order to arrive exactly at the wanted colour or shade. An example is the 48¢ Cradle stamp, where two different layers of ink were used to produce the wanted shade of the stamp.

PHILIPP KOSACK

Philipp Kosack was one of the leading German stamp dealers before World War Two. Assisted by a Danish dealer, E.M. Ruben, he transported all his stock to Copenhagen prior to the start of the war. The majority of the stamps were old German States. The stock survived the war in Denmark. A major part of the reserves from this dealer's stock recently came on the market after more than 60 years. All stamps were in very fine condition, with many rarities.

These stamps were sold at an auction by Peter Feuser in Stuttgart. Although the estimates were about half the Michel catalogue values, practically all the lots sold for full or above catalogue value. The total Michel value was DM 6,709,295, or about $6,575,000. The Scott catalogue value was $1,878,250.

W. EDWARD DEMING

W. Edward Deming was one of the major promoters of quality standards and control in industry and commerce. The Deming Institute has proposed a commemorative stamp in tribute to national and international contributions to promote quality and uniformity as a foundation of commerce, prosperity, and peace.

INTERNET

Already some philatelic information can be downloaded from the Internet. Perhaps one day we will have the total philatelic library, once so nicely available at the Public Archives in Ottawa, on Internet and available to everyone.

SWISS POST OFFICE

One of the old government controlled Post and Telecommunications establishments, namely that of Switzerland, may soon be transferred to the private sector and split into two organizations. Political influence shall be reduced in accordance with the Swiss parliament. The existing organization has existed since 1798 as a state-owned function.



The illustration above shows a Swiss letter carrier from the 1900 period, and shows the uniform of the time and the special letter box carried for registered mail.

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36	Can. Jumbo Commem
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51	U.S. Jumbo Paintings
55	U.S. Small Plate Block

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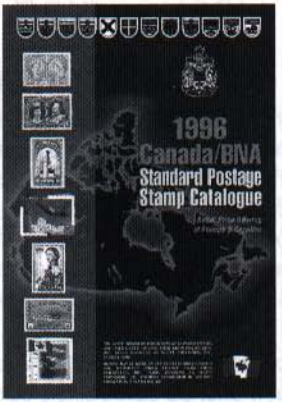
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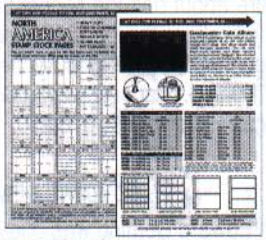
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UNDER THE HAMMER

.... with Dean Mario



The Toronto "Rarity Auction" conducted by F.E. Eaton and Sons Philatelist Ltd. on June 16-17 was truly spectacular. It contained a tremendous array of worldwide philatelic rarities and elusive treasures for which collectors eagerly competed. The many Canadian rarities were the sale's most important focus.

A highlight of the sale was lot 213, a four-margin used single 1851 Canada 12d Black Queen Victoria tied on piece. Stated to be one "of the finest appearing examples known" by the auctioneers (an opinion by the Greene Foundation considers it to have been repaired), it was priced at a catalogue value of $75,000. It sold for $23,100 (prices include the 10% buyer's fee). The sale also featured other rare items from Kasimir Bileski's Pence Collection, consisting of many superb (and often dated) examples from the Province of Canada.

Lot 382, a beautiful mint 1857 7½d Yellow Green Queen Victoria left sheet margin imprint copy was catalogued at $8,000+ and sold for $8,250. Another scarce and unique used pair of the 7½d Deep Green, known as the "Pembina Twins" because of its postmark, was featured in lot 391 and estimated at $15,000-$25,000. The pair (shown above) had originally been soaked off its 1858 cover, separated for sale in 1906, and reunited in 1936! It reached $16,500. Rare postal history offerings included a fine copy of the 1859 10¢ Black Brown Consort tied on an 1859 cover to New York and estimated at $2,000-$2,500. (lot 622). It sold for a fair $1,320.

Modern enthusiasts also had an opportunity to add to their collections. Lot 948 contained an impressive proof set of the 1938 Pictorial Issue in imperforate blocks of 16. Estimated at $15,000-$25,000, this set went to a new home for $8,800. Only two of these sets are stated to exist.

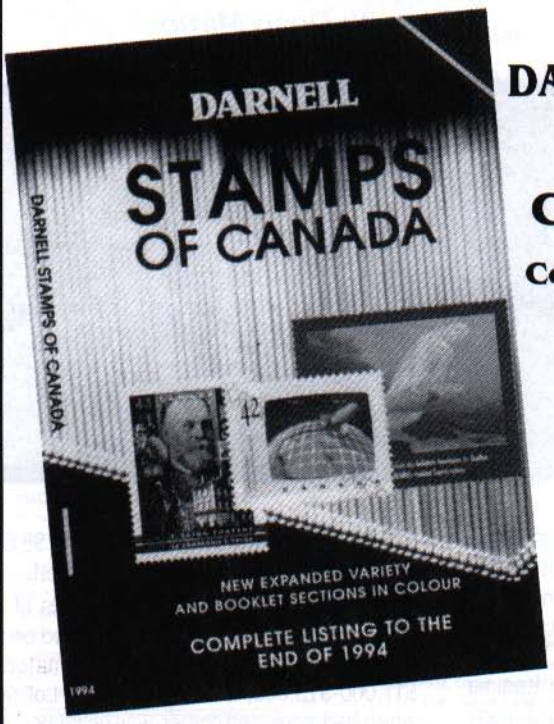
The sale included two mint copies of the 1959 5¢ St. Lawrence Seaway inverted centre in lots 963 and 964. Lot 963, estimated at $11,000-$13,000, sold for $11,000. Lot 964, which had a creased corner, was estimated a bit lower at $9,000-$11,000. It reached $8,800.

A 1990 39¢ Canadian Folklore mint imperforate sheet of 50 was offered in lot 1007 and was estimated at $15,000-$25,000. It was noted in the catalogue that this sheet is probably now unique as others found have all been cut up. It realized $18,700.

Collectors of Newfoundland actively sought lot 1169, a mint NH copy of the 1919 Hawker Airmail rarity. Estimated at $15,000-$25,000, this example (with a corner bend) reached $12,650.

F.E. Eaton and Sons can be contacted at 1860-505 Burrard St., Vancouver, BC V7X 1M6, or at (604) 689-3118 (fax) or (604) 689-5346 (telephone). •

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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Philatelic Commentary by Basil Stead

Since writing about the Group of Seven set of stamps we find that used copies are hard to get. One reason is that they were the last of the 43-cent values. Strangely enough, many users found the stamps too wide and folded the stamps over the edge of the envelope. We will just have to keep looking.

Canada Post Corporation's next offering is rather attractive and well designed. According to our local newspaper, it marks 50 years of diplomatic relations between Canada and Mexico. These stamps are of interest to the Wildlife Association and make an engrossing addition to our collection, even if we can hardly read the inscriptions on the stamps.

It is amusing that Canada Post Corporation preceded the description of these stamps in its *Details* publication with an illustration of a popular American stamp depicting the beautiful (pardon the redundancy) Marilyn Monroe. If you buy a sheet of them you get a large "pin-up" under the heading "Legends of Hollywood" on the paper with gum!

Canada Post is certainly "Going Places with Stamps." In July a stamp was issued to commemorate the 125th anniversary of the province of Manitoba. The design is busy, telling us all about Manitoba, and there are five small vignettes illustrating subjects from agriculture to folklorama to space research, etc. The colours are an extreme contrast and have a lot of punch for a design that could have been larger.

Also in July we had what might be called our general issue with the 45¢ flag and Queen. The background colour really provides a nice contrast to the flag, and the Queen is still my favourite. The three fruit trees are pleasant and also make a nice addition to our collection. I hope our postal service will provide us with nice used copies for our albums.

September was no slouch. On the first, four bridges appeared on stamps, and of course our Hartland Bridge is close to home and a favourite. The writer did a pen and ink sketch of the bridge which has gone to many parts of the world. A signed sketch of the bridge went to descendants of the builder of the bridge. This set of stamps could be considered clean-cut. Perhaps the technical foreground might have been omitted. Getting an engineering point of view is rather a lot on a small piece of paper.

Postal stationery is becoming very popular and certainly business mail has increased its use of prestamped envelopes. I have one criticism: Fredericton is included in the selection, but the aerial view of part of the city shows a scene that could be anywhere. If it could have included the Cathedral, built in 1853 and one of the best examples of Gothic architecture in Canada, the picture would have been more interesting. The Christ Church Cathedral is a gem in church architecture.

Then, on September 15, Canada Post was really busy. First we have the North, a set of five stamps relating to progress in the Canadian Arctic in honour of the 50th anniversary of the Arctic Institute of North America. The designs are interesting but don't seem to have a focal point. Too much emphasis is placed on a continuing pattern and when viewed separately the stamps don't tell much of a story.

Then, on the same day, we have another bunch of stickers: another booklet, and this time issued to mark the 100th anniversary of the Chiropractic profession. Apparently, self-adhesive stamps are becoming very popular, according to a recent newspaper article.

Before closing, I note a small item in the *Canadian Philatelist's* May-June issue referring to altered covers. I seem to remember a Toronto dealer reminding me to watch out for regummed stamps. I recall this has been done to the 50¢ Bluenose stamp, and also the $1.00 Parliament stamp, which we later sold as in mint condition. Newfoundland pence issues were "cleaned." There are many tricks in the trade!

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Vignettes of Early British North American Postal History

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

XLII. The Seven Years' War and Transatlantic Mail

As the Seven Years' War progressed in North America, more and more attention was directed at dislodging the French from Quebec, which was the heartland of New France, rather than attacking only the French outposts. As a result, the activities of the Royal Navy were directed into the Gulf of St. Lawrence and the river itself, rather than in the seas around Cape Breton and the entrance to the Gulf. New York was the base of naval operations in 1757. Two years later, when Wolfe led the successful attack on Quebec with tremendous support from the Royal Navy, Halifax had become the base of operations.

This move into the more northerly and confined waters of the St. Lawrence changed the whole concept of naval operations. With the onset of winter, the St. Lawrence River and most of the Gulf of St. Lawrence froze and any naval vessel which did not leave the area by early December would be locked in the ice until the following May. As the British closed in, the few ports with access to the open ocean in winter, which the French might have used, were blockaded, so that the French had no choice but to return home for the winter. Not surprisingly, the British did the same thing with the major part of their North American Squadron. Six or eight ships were left at Halifax under a junior admiral to watch Louisbourg and other French ports, and three or four other ships were detailed to protect the trade from New England south to the Carolinas, while the Commander-in-Chief returned to England with the rest of his squadron.

As might be expected, the fledgling packet service to New York was of little or no value to the military commanders during these operations. The packet boats did not call at Halifax, so that there was no opportunity to detain these vessels for official reasons, and they were able to follow the established schedule to New York. As a result, all the admiral's despatches of that period were sent to England by returning naval vessels or the occasional merchant ship, although most of the latter only crossed the Atlantic under naval convoy, because of the risk of capture by French warship or privateer. Letters and orders from London appear to have often been carried to New York by the mail packets, and then taken to Halifax or the St. Lawrence River as opportunity offered. At the same time, the revenue-producing private and commercial mail through New York increased.

Throughout this period, the mail packets on the New York route were attacked

again and again by French privateers. For example, the *General Wall* was captured in 1758 and subsequently ransomed. The *Harriott* successfully fought off a French privateer, and Captain Bonnell received £100 as a reward. In all, fourteen transatlantic packets on the American and West Indian routes were taken by the enemy during the Seven Years' War, and many more were damaged.

Once Louisbourg was destroyed and the French bases in Newfoundland captured, the French naval presence ceased to be of any consequence in North American waters. As a result, by 1762, the British naval squadron was reduced in size and reverted to near-peacetime operations of coastal patrols and the protection of the trade and fisheries. With the signing of the Treaty of Paris in 1763, all the fighting was over and the French withdrew from New France (Canada) and from many of their possessions in the West Indies. At the same time, Spain, which had been an ally of France, ceded its Florida territories to Great Britain. These included the ports of Pensacola in the Gulf of Mexico and St. Augustine on the Atlantic seaboard.

The British colonists, mainly from Massachusetts, had established a foothold in French Acadia in the early 18th century for fishing purposes and, by mid-century, Annapolis Royal, on the Fundy coast, had become the main centre. In 1749, Colonel Edward Cornwallis was appointed the governor and sailed for Annapolis, with a large armada of settlers and supplies. However, he landed at Chebucto on the east coast on his way there and decided that the peninsula with its large harbour would be a superior site for operations against the French, still in much of the province—and Halifax was founded.

Halifax and the rest of the province were very slow in developing until after the 1783 Treaty of Paris, which ended the American Revolution and created the United States of America, when the influx of Loyalists from the former colonies to the south produced the impetus for official action to do something about a regular overseas mail service. Even this was slow in coming., beginning with local arrangements to get Mails to and from New York early in the 19th century, as will be described in the next "Vignette."

NOMINATIONS FOR DIRECTORS

A call for nominations of Directors of the Royal Philatelic Society of Canada is hereby set forth. Eight (8) Directors will be elected at the annual meeting to be held in Toronto, Ontario at CAPEX 96 on June 15, 1996.

Nominations must be in writing and be made and seconded by members in good standing of the Corporation. The person nominated must consent to his or her nomination and such nomination to be valid must be received by the National Office in Toronto or by the President by February 20, 1996. All nominations will be placed before the Nomination Committee who will prepare a slate of Directors of those nominated to ensure national representation based on levels of membership.

The proposed slate of Directors will be published in the March/April 1996 issue of *The Canadian Philatelist*, along with a short biography of each nominee.

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by/par James E. Kraemer, President/président

FOUNDATION TO HELP PROMOTE PHILATELY FOR YOUTH AT CAPEX 96

The Philatelic Research Foundation has received Board approval to participate in a major philatelic programme for junior and youth collectors during CAPEX 96.

Considerable funds have been committed for an educational programme to take place during the International World Exhibition to be held in Toronto, June 8 - 16, 1996. If you can help at the Youth Centre at CAPEX or help in the Foundation's lounge please let us know. Advise the days that would be most suitable to you. We need to do our part in order to make CAPEX 96 the biggest and best International Exhibition held in Canada to date. More information on the youth activities at CAPEX 96 will appear in this column.

OPUSCULUM II

With the success of *Opusculum II,* the Board of Directors has decided that we will solicit articles for a second volume. Original articles will receive priority when the editorial committee makes its selection. So far articles are on hand from Germany, U.S.A., Turkey, and Iceland. Philatelists and postal historians interested in writing an article should write to the Foundation's national office for a copy of *Author's Guidelines.* When writing please advise if you wish the guidelines in English or French. The Foundation's medal, the Roland Michener Award, is given to the author of the best article in the *Opusculum* as judged by an International Committee of literature judges.

CANADA'S 1995 YOUTH OF THE YEAR

Each year the Research Foundation asks a special committee of the Royal Philatelic Society of Canada to select the most outstanding philatelic youth of the year. The Foundation presents the Manfred Walther Award, a cheque for $100.00, to the winner. The Manfred Walther Award is made available by the Harmonie Stamp Club of Toronto, where Mr. Walther had been a long time member. In addition, the youth is also presented with the Foundation's silver medal.

The youth chosen for the 1995 award is Julian Cleary of St. Bruno, Quebec. More about him appears in the "Philatelic News in Brief" column.

For more information on the RPSC Philatelic Research Foundation, write to:

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Canada is proud to have been selected by the governing body of organized philately, La Fédération Internationale de Philatélie, to host a World Philatelic Exhibition in 1996. **CAPEX '96** will be held June 8-16, 1996 at the Metro Toronto Convention Centre in the heart of Canada's most cosmopolitan city: Toronto.

CAPEX '96 will celebrate the hobby of stamp collecting through a unique mix of traditional philatelic displays and competitive events that will satisfy the passion of avid philatelists and an entertaining array of exhibits and programming designed to pique the interest of the budding collector. More than 4,000 exhibit frames, an international bourse of over 200 dealers and postal administrations, plus daily demonstrations and activities will attract visitors from the greater Toronto area, eastern Canada and the north eastern United States.

The Royal Philatelic Society of Canada, organizers of **CAPEX '96**, are very pleased to welcome Canada Post Corporation as the Presenting Sponsor of this prestigious exhibition. The Corporation is planning an exciting pavilion highlighting historic vehicles, complete with a spectacular multi-media presentation, special cancellations and the introduction of the final set of stamps in their popular Canadian Historic Land Vehicles series.

CAPEX '96 will also see the introduction of *International Destinations*, where participating postal administrations will create unique spaces to reflect their country's rich philatelic traditions. Sales counters will be integrated into a much larger area that will contain displays of philatelic materials and fascinating artifacts on loan from their respective postal museums or archives.

Toronto is a world-class city that offers all of the attractions found in larger centres like New York and Los Angeles in a safe, pleasant urban atmosphere. Home of Canada's top corporate headquarters and business organizations, Toronto is a vibrant city with an ethnically diverse population of almost 3 million.

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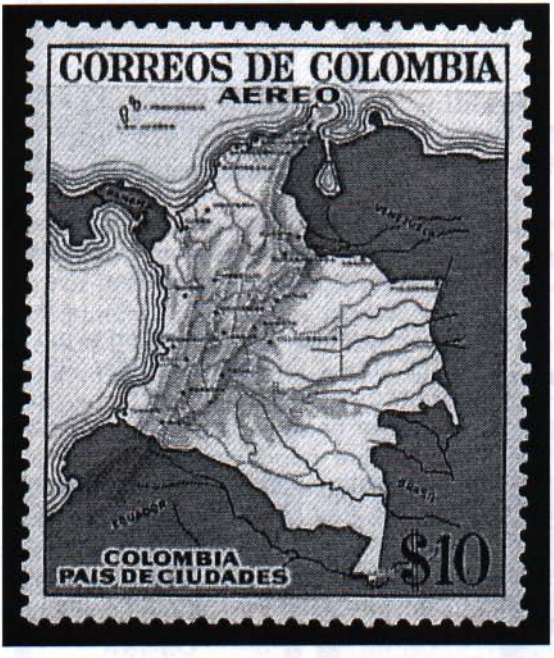
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AVIATION AND AIRMAIL SERVICES IN COLOMBIA

by Raymond W. Ireson

Introduction

Three ranges, or cordilleras, of the Andes mountains run through the length of Colombia in a north-south direction. This rugged topography effectively divides the country into three general areas that differ greatly in characteristics, climate, and population. Those high ranges imposed virtual isolation on each area, as they presented almost insuperable obstacles for transportation and communications, thus hampering the country's commercial and industrial development.



From colonial days until well into the first quarter of this century, the only means of conveying freight and mail from the Caribbean coast to the capital city of Bogotá was by river steamer. Those flat-bottomed stern wheelers went up the mighty Magdalena River for some 1,000 kilometres. At that point all cargo had to be unloaded and portaged around the rapids—a trip of about 80 kilometres—then reloaded on another steamer for the balance of the journey to Girardot. From there it was overland to Bogotá, on the Sabana (plateau) at an elevation of 2,650 metres. Depending on the season and water level of the river, the complete journey could take anywhere from a week to a month.

Even under the most favourable conditions, freight charges in many instances exceeded the purchase price of the merchandise carried, and after import duties were added, the cost of the goods became almost prohibitive. Similarly, the export of goods from the interior of Colombia involved exaggerated transportation costs. This was due to the undefinable transit time and uncertainty of arrival at the port to match the ocean steamers' schedules: any ensuing warehouse charges added to the freight cost and thus made exports non-competitive.

During the administration of President Reyes (1904-1909), a railway was built to link Bogotá with the Magdalena River at Puerto Salgar, thus bypassing the rapids, to reduce transit time between the capital and the coast. However, another half century was to pass before this railway line was extended all the way to Santa Marta on the coast. Santa Marta is the oldest European settlement in South America, having been founded in 1525 by the Spanish explorer Rodrigo de Bastidas.

In the first and second decades of this century another railway line was built to connect the two important inland cities of Cali and Medellín to Puerto Berrio on the Magdalena River, thus giving them access to the Caribbean ports. Later, another line was constructed to link Bogotá with Ibague on the eastern flank of the Central Cordillera. From there a road over the Quindio mountains connected it to the city of Armenia, which in turn was connected by another rail link to the Pacific port of Buenaventura. Despite the need for transhipments, this was a far faster route to the ocean than that afforded by the Magdalena River.





A Magdalena riverboat, and a view of the Magdalena River on a 1982 airmail issue, Scott C730.



A mail train (Scott 712, issued 1959), and a railway map of Colombia (Scott C442 of 1961).

December 13,1903 saw an event in Kitty Hawk, North Carolina, whose repercussions eventually would radically change the way Colombia moved her goods, mail, and people. When brothers Wilbur and Orville Wright made their first powered flight, they ushered in the air age. This had been a dream for centuries (Leonardo da Vinci had drafted plans for a flying machine), but it was the Wright brothers who made it a reality.

With physical features and geography making communications within her own territory and with the outside world so difficult, is it any wonder that Colombia took to wings at a very early stage? The cordilleras would soon be conquered by those magnificent men in their flying machines!

In June of 1919 an American aviator, William Knox Martin, appeared in Cartagena, Colombia, with his Curtiss JN-4 biplane (known familiarly as the





The Wright brothers' experiments (U.S. C45) made Colombian aviation possible; da Vinci envisioned flight (Zaire 893).

"Jenny"). However, he failed to find the financial support he needed for his demonstration flight, and so he moved on to nearby Barranquilla where he encountered a much warmer reception. His first flight on June 15th caused a sensation. It was the first time an aeroplane had flown in Colombian skies. The local populace was ecstatic.

Three days later Knox carried the first "airmail" in Colombia. Accounts are not too clear as to just who was behind the idea, but it is a fact that at least two sheets of the then current 2 centavos stamps (Scott 341) were overprinted to commemorate this historic flight. Alex Rendon of New York, a widely acknowledged authority on Colombian philately, has conducted intensive studies of this overprint, and from the different settings that he has found he concluded that there were three sheets overprinted. Nevertheless, all catalogues continue to indicate that only 200 copies of this overprint were made. The overprinting was done locally in Barranquilla, but the name of the printer was never recorded. The press used could handle only a strip of 10 at a time. Consequently, the sheets were separated horizontally by a guillotine, which gives the top and bottom perforations a clean-cut edge. This is one way to help identify genuine overprints: many forgeries have surfaced, but all have their top or bottom perforations showing tear-off separations. These give away their spurious nature.



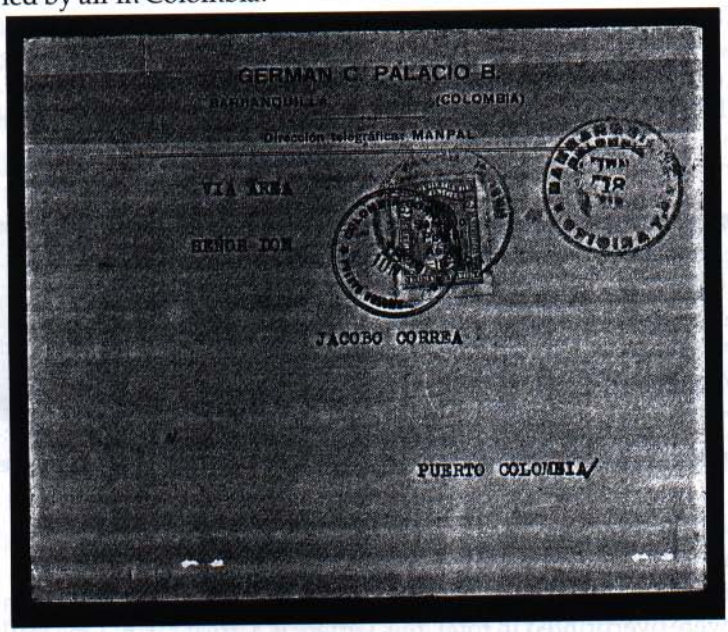
The overprint (left); a marginal copy with the normal sans-serif "1" in the date (middle); and an example with the serif "1" in the date. The latter variety occurred on the fifth stamp of each strip of 10. As only 200 (or perhaps 300) stamps were overprinted in total, this variety is a great rarity. One multiple, is known: a strip of three with the variety flanked by normal stamps.

This stamp was an overprint, not a surcharge. Each stamp was sold for one peso to raise funds for Knox's undertaking. The overprint was never authorized by the Colombian postal authorities, and when they found out about it they dismissed the postmaster of Barranquilla for having co-operated with the issue.

On June 18, 1919 Knox took off from Barranquilla carrying a sack of 160 pieces of mail, and headed for Puerto Colombia, about 30 kilometres away. On arrival he circled the public square, dropped the sack of mail, then headed back to Barranquilla where he landed safely. The mail sack was retrieved by the postmaster of Puerto Colombia, who duly back-stamped all the letters. However, none of those had any contents: they were all purely philatelic and addressed, in all, to only three persons! What financial mileage those three visionaries made out of those "first flight" covers will never be known, but today these covers demand very respectable prices. On the other hand, Colombian purists refuse to recognize this stamp as a legitimate issue because there was never any official approval for its creation. Nevertheless, it cannot be denied that this overprinted stamp franked "mail" which was the first to be carried by air in Colombia.



William Knox Martin and his Curtiss JN-4, dropping mail on Puerto Colombia.



A copy of Colombia's first airmail stamp, Scott C1, on a cover flown by William Knox Martin on June 18, 1919.

THE ROYAL PHILATELIC SOCIETY OF CANADA
FINANCIAL STATEMENTS
FOR THE YEAR ENDED DECEMBER 31, 1994

AUDITORS' REPORT

To the Members of The Royal Philatelic Society of Canada

We have audited the balance sheet of The Royal Philatelic Society of Canada as at December 31, 1994 and the statements of members' equity (deficit), income and expense and changes in financial position for the year then ended. These financial statements are the responsibility of the Society's management. Our responsibility is to express an opinion on these financial statements based on our audit.

We conducted our audit in accordance with generally accepted auditing standards. Those standards require that we plan and perform an audit to obtain reasonable assurance whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation.

Fees and miscellaneous income received, by their nature, are not susceptible to complete audit verification. Accordingly, our verification of receipts from these sources was limited to a comparison of recorded receipts to bank deposits.

No physical count was made and accordingly the value of the inventory (which consists of medals, pins, ties, scarves and decanters) was not susceptible to audit verification.

In our opinion, except for the effect of adjustments, if any, which we might have determined to be required had we been able to audit the fees and miscellaneous income and examine the inventory, these financial statements present fairly, in all material respects, the financial position of the Society as at December 31, 1994 and the results of its operations for the year then ended in accordance with generally accepted accounting principles.

Robinson Lott & Brohman
Chartered Accountants.

Fergus, Ontario
June 21, 1995

NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED DECEMBER 31, 1994

1. OPERATIONS AND SIGNIFICANT ACCOUNTING POLICIES

The Royal Philatelic Society of Canada is a non-profit organization incorporated under the laws of Canada without share capital. The objectives of the Society are to:

(1) Encourage and promote the science of philately by the acquirement and study of stamps;

(2) Encourage and assist new collectors and to assist local clubs and societies wherever possible;

(3) Stimulate and advance affiliations between collectors and similar organizations in other countries.

(a) Inventory is determined and valued at approximate cost from the records at year end.

(b) Income and expense are accounted for on the accrual basis. Membership fees received in advance are deferred and recognized as income in the applicable year.

(c) The computer equipment is recorded at cost and is being amortized on the straight line method at 20% per annum.

(d) Current assets in foreign currencies are translated into Canadian dollars at the exchange rate prevailing at the balance sheet date. Foreign currency transactions during the year are translated at the rate applicable at the time of the transaction.

2. TRUST FUNDS RE SALES DEPARTMENT

The Society operates a sales department where members can offer stamps for sale to other members. The funds received from the sale of such stamps net of commissions are held in trust for owners until the books containing the stamps are retired at which time payments are made. The operation of the sales department is contracted out and the details of the operation are not part of the records of the Society. The net funds received on behalf of owners however are held in bank accounts in the name of the Society. There were balances totalling $58,966 on deposit as at December 31, 1994 ($67,139 December 31, 1993).

3. COMPARATIVE FIGURES

Certain comparative figures have been reclassified in order to conform with current year presentation.

THE ROYAL PHILATELIC SOCIETY OF CANADA
BALANCE SHEET
AS AT DECEMBER 31, 1994

ASSETS

	1994	1993
CURRENT		
Cash	$ 60,359	$ 23,291
Bank certificates	0	45,051
Accounts receivable	9,110	10,121
Accrued interest on investments	1,050	0
Inventory	13,403	12,067
Prepaid expense	1,439	1,000
	85,361	91,530
INVESTMENT		
7% Guaranteed investment certificate due Dec. 31, 1997	15,000	15,000
CAPITAL		
Computer equipment	17,372	50,782
Accumulated amortization	10,563	44,665
	6,809	6,117
	$107,170	$112,647

LIABILITIES

CURRENT		
Accounts payable	$12,536	$ 19,205
Payments received in advance		
Advertising	2,210	1,495
Membership fees	34,923	35,807
Chapter fees	872	868
	50,541	57,375

MEMBERS' EQUITY (DEFICIT)

BALANCE, end of year		
Life members	73,101	72,021
General	(16,472)	(16,749)
	56,629	55,272
	$107,170	$112,647

STATEMENT OF MEMBERS' EQUITY (DEFICIT)
FOR THE YEAR ENDED DECEMBER 31, 1994

	1994	1993
LIFE MEMBERS		
BALANCE, beginning of year	$72,021	$ 71,301
Contribution re new members	1,080	720
BALANCE, end of year	$73,101	$ 72,021
GENERAL		
BALANCE, beginning of year	($16,749)	($ 3,796)
Excess (deficiency) of income over expense, for the year	277	(12,953)
BALANCE, end of year	($16,472)	($ 16,749)

STATEMENT OF INCOME AND EXPENSE
FOR THE YEAR ENDED DECEMBER 31, 1994

	1994	1993
INCOME		
Membership fees	$70,227	$ 76,137
Chapter fees	1,491	1,479
Admission fees	856	601
Net income (expense) from sales department	(993)	(4,901)
Slide programme (net)	257	162
Income from investments	2,170	2,854
Foreign exchange	4,725	4,104
Miscellaneous	2,458	69
	81,191	80,505
EXPENSE		
Magazine: Printing, postage and distribution	62,947	65,836
Editorial costs	1,007	2,026
	63,954	67,862
Less - advertising revenue	10,956	13,321
Net cost of magazine	52,998	54,541
International representation	1,147	1,014
Convention	1,780	1,000
Society promotion	645	4,964
General administration	17,573	18,873
Audit and legal	1,422	1,180
Printing and stationery	199	2,535
Postage	2,157	1,784
Directors' expense	1,428	1,679
Anti-theft committee	129	153
Computer maintenance	128	0
Amortization of computer equipment	1,308	5,735
	80,914	93,458
EXCESS (DEFICIENCY) OF INCOME OVER EXPENSE, for the year	$277	($12,953)

STATEMENT OF CHANGES IN FINANCIAL POSITION
FOR THE YEAR ENDED DECEMBER 31, 1994

	1994	1993
OPERATING ACTIVITIES		
Excess (Deficiency) of income over expense, for the year	$277	($ 12,953)
Items charged to operations, not requiring a current outlay of cash		
Amortization	1,308	5,735
	1,585	(7,218)
Net change in non-cash operating balances		
(Increase) decrease in current assets		
Accounts receivable	1,011	13,976
Accrued interest on investments	(1,050)	625
Inventory	(1,336)	2,039
Prepaid convention expense	(439)	(1,000)
Increase (decrease) in current liabilities		
Accounts payable	(6,669)	(18,500)
Payments received in advance	(165)	(3,381)
	(8,648)	(6,241)
	(7,063)	(13,459)
FINANCING ACTIVITIES		
Life memberships	1,080	720
INVESTING ACTIVITIES		
Purchase of capital assets	(2,000)	(2,500)
(Increase) reduction of investments	0	10,000
	(2,000)	7,500
INCREASE (DECREASE) IN CASH, for the year	(7,983)	(5,239)
CASH, beginning of year	68,342	73,581
CASH, end of year	$60,359	$ 68,342
REPRESENTED BY:		
Cash	$60,359	$23,291
Bank certificates	0	45,051
	$60,359	$ 68,342

Subsequently, Knox made several joy-ride flights with paying passengers, but eventually the novelty wore off and he was forced to seek greener pastures. He then attempted to fly to Bogotá, but contrary weather conditions thwarted his efforts. We shall hear more of him later in this narrative.

Compañia Colombiana de Navegación Aérea (CCdeNA)

Mr. Knox's flight proved to be instrumental in bringing about the formation of Colombia's first airline: the Compañia Colombiana de Navegación Aérea (CCdeNA). It was founded on September 28, 1919, in the store of Mr. Alejandro Echevarría in Medellín. The capital of 500,000 gold pesos was raised by a few far-sighted businessmen and industrialists who visualized this new mode of transportation as being the key to open up the interior of Colombia to broader vistas and prosperity. Mr. Guillermo Echevarría was elected manager of the enterprise and he immediately proposed to the government a contract for the carriage of airmail throughout Colombia. The proposal received the approval of the Council of Ministers in Bogotá on December 3, 1919.

The scheme was hopelessly optimistic. It promised to link the Departments (provinces) of Atlantico, Bolívar, Antioquia, Caldas, Tolima and Cundinamarca—in other words, virtually the whole of Colombia! Under the terms of the contract the company was committed to import up to ten aircraft within the first year of operation. In actual fact, they brought in only four. The contract further permitted the company to charge 10 centavos per letter of 15 grams and to issue its own stamps to denote payment of this fee. Government postage of three centavos had to be paid as well.

As early as September 1919 aircraft had been ordered from France and pilots hired. The first aircraft to arrive was a Farman F-40, a biplane with a single Renault 130 HP pusher engine. Later on, three more F-40s arrived as well as a Farman F-60, type Goliath, with two 260 HP Salmson engines which gave it a cruising speed of 160 km per hour. The first pilots for these aeroplanes were Rene Bazin and Jacques Jourdanet, aces of the First World War.

The first test flight took place on February 14, 1920 from Boca Grande to Cartagena in an F-40, with Bazin at the controls. This aircraft had been christened *Cartagena* by the Bishop of Cartagena, Msgr. Briocci. After further trial flights, Bazin departed on February 22 for Barranquilla with two passengers and some mail, the first legitimate airmail of Colombia. The flight took 70 minutes. A service was established between these two coastal cities but its schedules were sporadic. The other pilot, Jourdanet, also made several flights with passengers and mail. Unfortunately, he died in a crash on April 29, 1920.

In June the two remaining F-40s were converted to hydroplanes as it was felt they offered a greater degree of safety than land-based aircraft. Also in that month a new pilot, a Mr. Fratoni, arrived from France to replace Jourdanet. In less than a month, on July 20, he too perished in the crash of another F-40.

The Goliath type F-60 arrived in September 1920 and the first trial flight, lasting five hours and 15 minutes, took place on the 30th of that month. By now exploratory flights into the interior were being conducted, but no scheduled service was ever established. On November 30 Bazin took off from Cartagena with mail destined for Barranquilla, Calamar, El Banco, and Puerto Berrio. It was a difficult

trip. As the plane was taking off from El Banco it hit a log in the river. A new float had to be ordered, and it was not until December 7 that the aircraft could continue on its journey to Puerto Berrio. Bazin became lost on this last leg and had to land at San Bartolomé. He hired a canoe and with a few natives they paddled to Puerto Berrio where the mail was delivered at the post office. Eventually, on December 12, he got the plane to Puerto Berrio but then a storm blew up and destroyed the aircraft at its moorings on the river bank. At the company's request Bazin and his mechanic resigned and returned to France.

The CCdeNA then contracted William Knox to fly the Goliath, their last remaining aircraft. However, it proved to be beyond his capabilities and the company hired an Italian pilot, Giuseppe Guicardi, for the job. On April 16, 1922 Guicardi set off from Barranquilla for Medellín. Misfortune dogged him all along the way and it was not until July 24 that he finally reached his destination. Some mail was carried on that flight, but it would have reached the addressees quicker by surface transport! The Goliath made several demonstration flights in Medellín, the price of a passenger ticket being 15 gold pesos. The income fell far short of what was needed to sustain the operation. With only one aircraft left the company could not remain afloat (or aloft) and it went into voluntary liquidation at the end of July 1922.



A Farman Biplane (Monaco 566, issued 1964).

Although shortlived, the Compañia Colombiana de Navegación Aérea produced some fascinating airmail stamp issues.

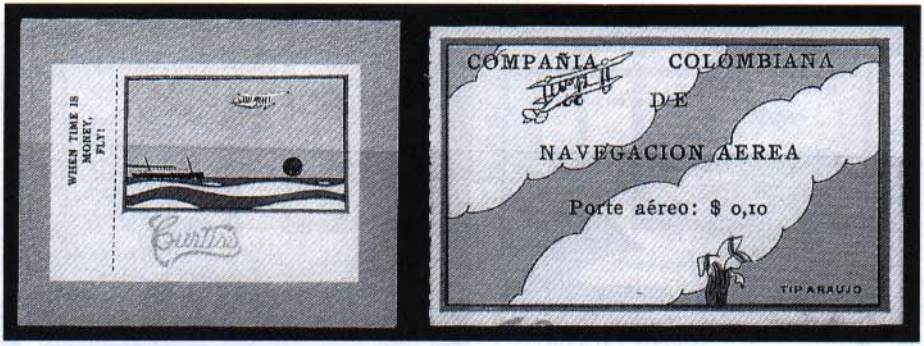
Their first series ranks amongst the most prized airmail issues in the world. They were advertising labels of the Curtiss Aviation Company! The CCdeNA acquired 100 copies of each of 15 different designs, but they used only nine of them. The labels were overprinted at the printing shop of Tipografia Araujo in Barranquilla, and then the selvedges were trimmed off—leaving them with a stamp. In virtually every instance a blue smudge appears close to the bottom frame at the left side of the design. This was the top of the letter "C" in the Curtiss name on the label selvedge.

These stamps have been extensively counterfeited, but none of the counterfeiters duplicated that smudge, which makes their spurious efforts not all that difficult to spot.

The overprint reads:

COMPAÑIA COLOMBIANA / DE / NAVEGACIÓN AEREA
Porte Aéreo: $ 0.10

These stamps were used on the company's first flight on February 22, 1920. and also on two later flights: March 4 and March 11. Of the nine designs, six are known with a rubber handstamp surcharge reading "30 cvs." The quantity of stamps that received this surcharge is not known, nor is any official reason for it, but it is the author's surmise that they were used on overweight letters.



Left: a Curtiss Aviation Co. advertising label. These labels, when overprinted and trimmed, produced CCdeNA's first airmail issue. The company acquired 15 designs, but used only nine of them; they are listed as C2 to C10. Note the marking in the lower left selvedge. This is the top of the "C" of "Curtiss". Forgeries lack this distinctive feature.

CCdeNA's second stamp was lithographed by C. Valiente M., of Barranquilla. A 10 centavo value, it was printed in green, in sheets of 72 stamps (6 x 12), imperforate and without gum. It was released in March 1920. This stamp was used on mail carried by Bazin on March 11 and on later flights piloted by Jourdanet. It is also known to have been used on mail carried on CCdeNA's last flight piloted by Guicardi to Medellín in 1922.

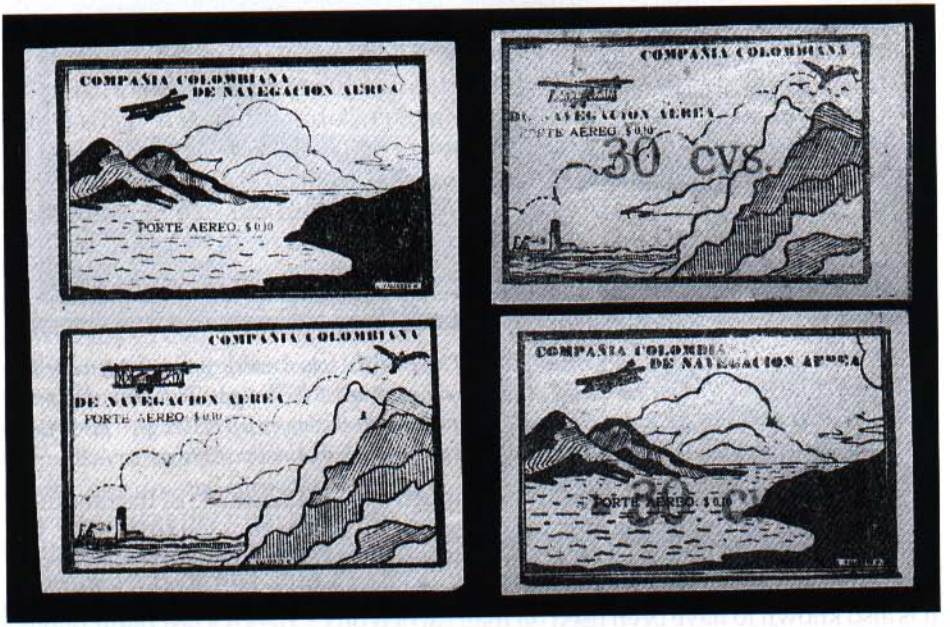


CCdeNA's second airmail stamp issue, with an aviator in the foreground and a biplane at the left.

In October 1920 the company brought out yet another new issue, again lithographed by C. Valiente M., of Barranquilla, imperforate and ungummed. There were two designs, set se-tenant, and again the sheet contained 72 stamps arranged in 12 rows, each with 6 alternating stamps of each design. The value was still 10 centavos. There is no record of the quantity printed, but they are in two colours: green and red.

There was a second printing (and setting) of the red stamp: it consisted of 68 stamps—34 of each type—in 10 alternating rows of 6 units and a bottom row of 8 (4 pairs) set opposite to each other, thus forming a tete-beche combination. With only one such combination per sheet, these are indeed rarities of Colombian airmail philately.

The following month, November 1920, saw the previous two stamp issues treated to a handstamp surcharge of 30 centavos. They were used on a single flight on November 30.



Left: a vertical se-tenant pair of CCdeNA's third airmail issue.
Right: the two stamps of the third issue with the 30 cvs. surcharge.

The next issue came out in December 1920. It was the 10 centavos red stamp surcharged to 20 centavos and 30 centavos by typewriter! They were prepared for the return flight of the aircraft *Medellín* from Puerto Berrio to Barranquilla, scheduled for December 13. This was the flight, mentioned previously, during which a storm during the night destroyed the plane at its mooring on the river bank. The mail it was to have carried was forwarded by the river steamboat. The loss of the aircraft spelled the demise of Compañia Colombiana de Navegación Aérea.

The airmail stamps issued by this company are certainly no great works of art, but nevertheless are treasured by Colombia airmail collectors. Many forgeries exist, not only of the stamps themselves but also with faked cancellations. When one considers that some issues were used only on a single flight, genuine copies tend to be scarcer than hen's teeth. In acquiring these issues it is well to remember the old adage: Caveat Emptor.

Sociedad Colombo-Alemana de Transportes Aéreos (SCADTA)

SCADTA, the Sociedad Colombo-Alemana de Transportes Aéreos, was founded by a group of Colombian and German businessmen on December 5, 1919 in Barranquilla. As an aside, it may be noted that the oldest airline in existence today is KLM (Royal Dutch Airlines), founded on October 7, 1919. SCADTA's successor, AVIANCA, is the second oldest. As well, it predates the Colombian Air Force by 26 days.







Colombia commemorated the 75th anniversary of the Colombian Air Force with the stamp at left, issued in 1994. SCADTA's 75th anniversary was marked the same year with the two stamps above.

The most important factor in the success of this new enterprise was the selection of the type of aircraft to be used. After exhaustive studies of the country's atmospheric and topographical conditions, the SCADTA management finally selected a hydroplane manufactured by the Junkers Aircraft Works Ltd. of Dessau, Germany, as being the best suited for its requirements. This was the first all metallic aircraft designed by Professor Hugo Junkers, and SCADTA's management felt it would stand up to the rigors of climatic conditions in Colombia far better than would a cloth and wood machine, the types used by the ill-fated CCdeNA.

Engineers W. Schurbusch and F. Hammer together with a veteran pilot, Helmuth von Krohn, acquired two Junkers model F-13 aircraft for SCADTA. The men and machines arrived by sea at Puerto Colombia by the end of July 1920. A make-shift hangar was set up at Veranillo on the Magdalena River near Barranquilla, and assembly of the aircraft got under way at once. Hydroplanes were selected because the construction of airstrips would have been too costly for the enterprise's budget. Inasmuch as the Magdalena River was the main artery connecting Bogota to the outside world, Barranquilla—situated at the river's mouth—was the logical choice for SCADTA to establish its base. SCADTA would later use the San Juan and Atrato Rivers and the Pacific and Caribbean seacoasts to expand operations.





A Junkers F-13, SCADTA's first aircraft; and another example of this plane at Veranillo airport.

Assembly of the two aircraft was soon completed and trial flights began. These soon indicated that several major changes in the F-13's engine and design had to be made to adapt them to the conditions in which they were intended to operate. The German mechanics soon worked out the adjustments that were required, and by October 1920 the planes were reaching the city of Girardot, on the upper Magdalena, which had a railroad connection to the capital city of Bogota. On December 11, 1920, pilot Helmuth von Krohn took off from Barranquilla

for Girardot. On arrival there the plane's floats were changed for two wheels from a Hudson automobile. He then took off and flew to Bogota where he landed in a field on the savannah.

The citizens of Bogota were jubilant over this epic event. The capital's newspapers had put up a substantial cash prize to be awarded to the first aviator to land in Bogota, and von Krohn duly collected it. This was a godsend for SCADTA, as its finances in those early days were shaky.

The first year of SCADTA's operations was difficult and arduous. Large investments had been made but returns were slender. The small number of planes in use and the public's fear of using these machines, whose very weight defied the laws of gravity, limited service for several months to a weekly flight from Barranquilla to Girardot. However, SCADTA worked diligently to strengthen its internal organization and as a result of successful negotiations with the government it received a licence to establish airmail facilities and the issuance of its own airmail stamps.

The first set of stamps appeared on October 4, 1920. These consisted of two values, 30 centavos and 50 centavos, which were printed by C. Valiente M. of Barranquilla. They were printed on unwatermarked paper in sheets of 48 (8 x 6), and perforated 12. The margins of the sheet had no perforations.



The 50 centavos value of SCADTA's first airmail issue, which appeared in October 1920. All four values of the set used the same basic design, depicting a hydroplane over the Magdalena River.

In those early days SCADTA concentrated on the transport of mail, newspapers, packages, and similar goods. Little by little, confidence in the service increased. Newspapers received one day after publication instead of 10 to 15 days late began to prove to people that progress was possible, and that commercial, industrial, and financial activities were greatly accelerating. Some merchants were not entirely happy with this progress: invoices were being received and payment demanded ever so much prompter than under the riverboat mail system. Their reliance on the "float" time was severely curtailed by this newfangled airmail!

Three new Junkers hydroplanes, featuring the modifications designed by the German mechanics for operating the aircraft in the Colombian environment, were acquired in mid-1921. By September of that year a regular air traffic schedule was initiated: Barranquilla—Girardot, with four intermediate landings (1,000 km), Girardot—Neiva (150 km), and later Barranquilla—Cartagena (120 km). The schedules were timed to maintain close connections with arriving and departing ocean steamers at Barranquilla. The net time taken by airmail from Barranquilla to Bogota was 17 hours, half of which was 1,000 km by air carrier; the other half

the 160 km rail journey. The Girardot—Neiva line took 70 minutes flying time; previously the trip could only be made by horseback, with all the attendant hardships, in four days' time. Small wonder that passenger traffic over this line soon became exceedingly crowded.



Carrying mail the old-fashioned way: armed mail couriers lead a mule laden with mail bags in this depiction of pre-airmail mail communication. The stamp appeared in 1959 to commemorate the centennial of Colombian postage stamps.

SCADTA established the airmail fee for letters between Girardot and Neiva at 10 centavos. Seeing that it had printed no stamps of that value, it surcharged a quantity (number unknown) of the rarely used 50 centavos value. The surcharge was applied with a primitive toy printing device, and three different settings were employed. As is not unusual in such ad-hoc situations, inverted and double surcharges were inadvertently produced. Another error in one setting has the word "Valor" mis- spelled as "Vaolr". These surcharged stamps were issued on September 19, 1921. Supplies of the common 30 centavos value began to run short and both the Girardot and Bogota offices of SCADTA resorted to surcharging their plentiful supplies of the 50 centavos value to meet the demand for the more frequently used 10 centavos.



Surcharges on the 50 centavos value of the first SCADTA issue. These were applied to meet the demand for more frequently used lower values. At left is the 30 centavos surcharge; at the right is the spelling error "Vaolr" on the 10 centavos surcharge.

During November of 1921 the second issue of SCADTA stamps was released. There were three values: 10, 15, and 30 centavos. All three have a similar design to the first issue. Like the first issue, they were printed by C. Valiente M., on unwatermarked paper, in sheets of 32 (8 x 4), perf. 12.

The president of SCADTA, Dr. Peter Paul von Bauer, possessed great administrative skills, and was also a man of great vision as to the role that aviation

would come to play in the overall development of Colombia. In 1921 he organized the scientific section of the company, placing it in the capable hands of a German engineer, Hermann Kuehl. This arm of SCADTA carried out an aerophotography project to determine the border with Venezuela. It was the first such project carried out in the Americas and it merited the highest praise of the Paris Geographical Institute. SCADTA's scientific section undertook many other projects before it came to a tragic end in 1939. Virtually the entire scientific staff were aboard the plane *Leticia* which vanished on a routine flight. War clouds were gathering in Europe at that time and a rumour sprang up that the scientific arm of SCADTA had fled to Germany with aerial photographs of the Panama Canal. It was not until several years later that the remains of *Leticia* were located on the peak of Sumapaz in the Andean cordillera. All aboard her had died in the crash.

In September 1922 the President of Colombia, General Pedro Nel Ospina, flew from Puerto Berrio to Girardot aboard a SCADTA plane. He was the first head of state in the world to use this newest system of transportation. Another feather in SCADTA's cap!

Many years later, on August 22, 1968, AVIANCA (successor to SCADTA) flew Pope Paul VI from Rome to Bogota to attend the 39th Eucharistic Congress. He was the first Pope to visit South America.



President Pedro Nel Ospina, the first head of state to go aloft in an airplane, appeared on Colombia C590, issued in 1973. The stamp commemorated the 50th anniversary of the founding of Colombia's Ministry of Communications, established by President Ospina.

Another noteworthy event in SCADTA's early history took place on July 19, 1923. Two of their planes transported a large amount of gold and currency from Puerto Berrio to Girardot: this was urgently needed in Bogota to avert a financial crisis of grave proportions. The banks of Bogota were within 24 hours of having to suspend payment and close their doors. SCADTA saved their bacon!

On December 19, 1921, SCADTA's third stamp issue was released. This consisted of ten values designed by Prof. Richard Klein of Munich, Germany, and lithographed by Meisenbach, Riffarth & Co., also of Munich. They were on unwatermarked paper, perf. 11 1/2. The centavos values show an aeroplane over the Magdalena River with the snow-capped volcano Tolima in the background. A 60 centavos value supplemented the set on April 1, 1923. The design incorporated the SCADTA motto: "Per Aspera ad Astra." The Peso values depicted Plaza Bolivar, the main square in Bogota. A chapel can be seen atop the right mountain (Guadeloupe) in the background: this was a design error. The chapel is actually located atop the left mountain (Montserrate). This mistake was corrected in the printing of SCADTA's fourth issue, released on June 4, 1923. The Peso design incorporated a date—11.XII.1920—commemorating von Krohn's landing in Bogota. This issue was printed on greyish paper with yellowish gum, and also printed on white paper with white gum. The latter is a rare set, except for the 30 centavos and 60 centavos values, which are rarer on the grey paper.





Left: the lower value design for SCADTA's third issue, used for the 5, 10, 15, 20, 30, 50, and 60 centavos values. Right: the design for the higher values, used on the 1, 2, 3, and 5 Peso denominations. This design has the design error placing the chapel on the wrong mountain.



With the release of the third set of stamps on December 19, 1921, SCADTA introduced a new service: registered mail. The cost of this service was 20 centavos. To denote payment of this additional fee, six values (the 5, 10, 15, 20, 30, and 50 centavos) were treated to a rubber handstamp "R" overprint. There are three types of this overprint, varying in size. Various colours of inks were used: violet, red, grey, blue, and black. Release dates are not known, but all of these registration stamps were withdrawn on August 15, 1923.

Another service was expanded with the third issue. As we have seen, the first SCADTA route, between Barranquilla and Girardot, shortened the delivery time of mail to and from the interior of Colombia by as much as eight to fourteen days. Therefore, it was only logical that mail addressed from abroad to points in the interior of Colombia served by SCADTA would profit from this rapid means of communication. In order to facilitate such mail transportation, SCADTA opened agencies in New York, Panama, and Germany.



The first agency opened in New York in November 1920, and the agent was Mr. Gonzalo Mejía. The method of operation was somewhat complicated: the sender would address one envelope to the SCADTA office in Barranquilla, and enclose in it his letter to his Colombian correspondent, bearing the SCADTA airmail stamp purchased from Mr. Mejía. On receipt, SCADTA would open such mail, extract the contents, and place them into their airmail system after affixing the required Colombian 3 centavos postage stamp. In order to distinguish the stamps Mr. Mejía sold, as well as for control purposes, he signed them "GMejía" in red ink. Mejía's portrait, signature and a plane appear on the Colombia commemorative shown above.



A 50 centavos stamp of the first SCADTA issue, signed by Gonzalo Mejía.

Concurrent with the third issue of stamps, in December 1921, SCADTA added to its agencies abroad. These agencies, in ten countries, received supplies of the third issue of stamps overprinted with the initial (in Spanish) of the country where they were located. They were A for Alemania (Germany), E for España (Spain), E.U. for Estados Unidos (U.S.A.), F for Francia (France), G.B. for Gran Bretaña (Great Britain), H for Holanda (Netherlands), I for Italia (Italy), P for Panama, S for Suiza (Switzerland), and V for Venezuela. The overprint was applied with a rubber handstamp, using violet, black, red, or blue ink.



A 60 centavos SCADTA stamp overprinted "F" (for Francia).

Subsequently, new agencies were established in Argentina/Uruguay (A-U), Belgium (B), Bolivia (Bo), Brazil (Br), Cuba (C), Canada (Ca), Chile (CH), Costa Rica (CR), Denmark (D), Peru (Pe), and Sweden (Su). Overprints for these new agencies were mainly machine printed. Inasmuch as many of the agents were consuls of Colombia, these overprints became known as the Consular Issues.



A cover from France to Medellín, Colombia. The franking includes two 30 centavos SCADTA stamps with the "F" overprint.

Great caution is necessary when acquiring these handstamp overprint issues. Fakes are plentiful. When one bears in mind that as few as 25 copies of the high values were prepared for certain countries, it becomes obvious why the forgers found these issues so attractive. The high values prepared for Canada consisted of 150 copies of the one peso, 125 of the two peso, and 50 each of the three and five peso values.

The fourth SCADTA issue appeared on June 4, 1923. The designs were the same as the third issues, except that the aeroplane had wheels instead of floats, the chapel appears atop the correct mountain, and the inscription reads "SERVICIO DE TRANSPORTES AEREOS EN COLOMBIA". The printing was done by the Reichsdruckerei (German government printing works) in Berlin. The stamps are on watermarked paper, perf 14 x 14 1/2. This was a long-lived issue and due to the various printings made, a wide variety of colour shades of each value exist.





SCADTA's fourth issue, which appeared in 1923, used the same design as the third issue, except that the aeroplane on the lower values has wheels, and the chapel on the higher values is relocated to the correct mountain. The inscription around the border of the design is also revised.

A word of warning is appropriate here against a bogus proof of the one peso value in green. The issued colour is black. A prominent dealer of the day, F.W. Kessler (who compiled the first comprehensive catalogue of Colombian airmail stamps), had his business card printed in a fold-over fashion. The bottom part had a facsimile of the one peso stamp printed in green, but with a clear white line drawn across the top left corner to distinguish it as a facsimile and nothing more. Nevertheless, unscrupulous parties have clipped this design from the card and have pawned it off as a "small die proof." While writing this article I received an auction catalogue from a New York firm containing one of these bogus items, described as very scarce and estimated at $60. The lot was withdrawn when I brought its true nature to their attention. Once again: *Caveat Emptor!*





A 20 centavos of the fourth issue, machine overprinted with "R" for Registration.

Another innovation was introduced with the fourth issue: postal stationery. A 10 centavos postal card and two 20 centavos envelopes were made available. These were for use only within Colombia, but some envelopes are known to have been used for overseas correspondence. One type of envelope had fold-over flaps for sealing. The other had gummed edges on three sides which were perforated for tearing off to open the missive. None of these items proved to be popular and all were discontinued after a short while.



A mint example of the 10 centavos postal card.



A 20 centavos airletter used to the United States. Although regulations permitted these to be used for domestic mail only, foreign usages such as this can be found.

In October 1923 a shortage of the common 30 centavos value necessitated the issue of two provisional surcharged stamps: the 20 centavos value of the fourth issue, surcharged in red; and the 60 centavos value from the third issue, surcharged in blue. The reason for the shortage of the 30 centavos value was that 640 sheets of that denomination disappeared from a shipment which arrived on the steamer *Christian Horn* from Germany.





Right: the 30 centavos overprint on the 20 centavos of the fourth issue.
Far right: the 30 centavos provisional overprint on the 60 centavos stamp of the third SCADTA issue.

This loss (or theft) represented a substantial amount of money and in order to detect the missing stamps, should they surface, the company had all existing supplies of the 30 centavos value overprinted with a tiny dot. Because the colour of the dot is the same as the stamp (blue), the dot is not always easy to detect. Whilst only sheets of the 30 centavos value disappeared, the 10 centavos and 60 centavos values are also known to exist with this overprinted secret dot in the original colours of those issues (bright green and yellow-brown, respectively). So far, I have been unable to obtain a satisfactory explanation for them. Incidentally, the "lost" 640 sheets of the 30 centavos were eventually "found."

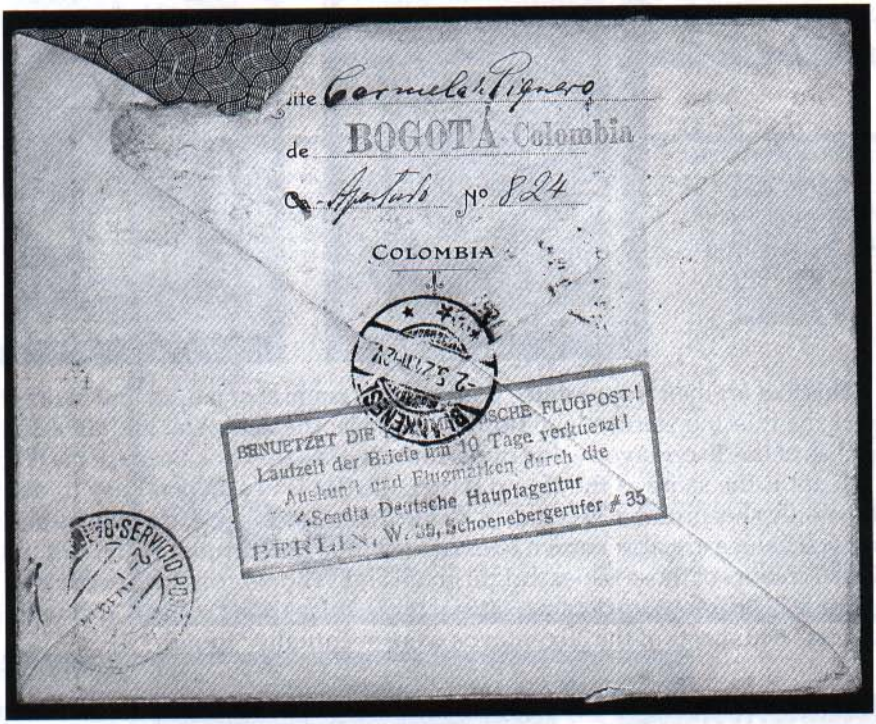




Right: the "secret dot" variety on the 30 centavos value. Above is an enlargement of the central portion of the stamp, showing the location of the dot.

During the mid-twenties SCADTA introduced a novel means of advertising its services to overseas recipients of mail from Colombia. Such mail, sent by air

within Colombia, would arrive at SCADTA's Barranquilla office. Before the company deposited it at the national post office for onward transmission by sea mail, each envelope received a rubber handstamp endorsement in the language of the country to which it was addressed. The message it conveyed extolled the benefits of utilizing SCADTA's services, which saved between 10 and 14 days of delivery time from a letter's arrival at a Colombian port to its inland destination. The message also gave the address of the SCADTA agent in the destination country where information and SCADTA airmail stamps could be acquired.



The reverse of a cover sent from Colombia to Germany, showing the German language advertising message explaining SCADTA's airmail service.

I know of one cover addressed to London, Ontario, that was misread by SCADTA staff and received the rubber stamp intended for Great Britain! I am unaware if more than one such cover exists, but my hind teeth are available to anyone who can furnish me with such a cover!

(to be continued)

In addition to his Colombia collection, Ray Ireson also specializes in the postal history of the Panama Canal, and has exhibited successfully at all levels. He has retired from a career with the Royal Bank of Canada at branches in South America and the Caribbean, and now devotes much time to his collections at his home in suburban Montreal. He is a very active member of the Lakeshore Stamp Club.

THE BATTLE OF THE ATLANTIC AND CANADIAN MAIL, PART II

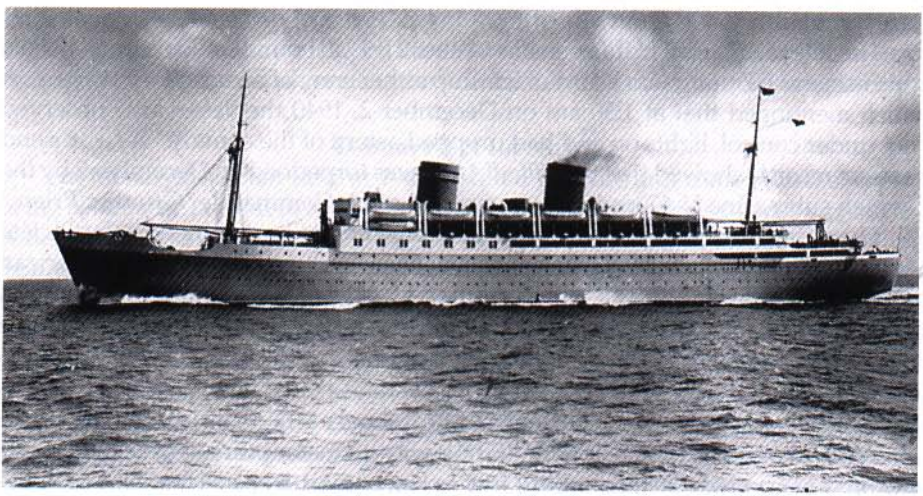
by James E. Kraemer, FRPSC

(Note: the first part of Mr. Kraemer's article on the Canadian mail and mail losses on the North Atlantic during World War II appeared in the May-June 1995 issue. The concluding part will be published in the near future.)

When Sir Winston Churchill became Prime Minister of England on Mat 10, 1940 the German U-boats were taking a terrible toll of Allied shipping. The U-37 submarine alone sank 11 ships in 26 days during May 1940. The following month (June) saw the loss by Britain of 58 ships. Before the year end three more ships carrying Canadian mail were lost to enemy action.

Oslofjord

On December 1, 1940 the Norwegian liner *Oslofjord*, owned by Der Norske Amerikalinge A/S, struck an acoustic mine off the Tyne River in England. The liner broke in two and sank. On board was mail destined for Britain and the C.A.S.F. which had been posted in Canada between November 2 and 19, 1940. The *Oslofjord* had sailed from Halifax on November 21 with 13,734 bags of mail, consisting of five bags of diplomatic mail, 77 bags of red label (registered) mail, 1,908 bags of letters and newspapers, and 11,744 bags of parcel post.



The Oslofjord *at sea in 1938, shortly after construction.*

Photo courtesy National Maritime Museum, Greenwich

A cable to the Post Office Department from England, received on December 17, read, "Ship conveying mail despatched Halifax 15th November damaged, 8,400 bags of parcel post landed and distributed. Remainder mail including registered portion and 5 diplomatic bags under water with no immediate prospect of salvage."

On January 22, 1941 the Postal Exchange Office at Newcastle-on-Tyne sent the following Bulletin of Verification to the Canadian Post Office: "A considerable portion of the previously described mails conveyed by the *Oslofjord* have been landed at Newcastle-on-Tyne. About 600 bags are in damaged condition and these are being opened at this office and when possible, reconditioned and forwarded. Up to the present it has not been possible to recover the remainder of the mail, approximately 4,700 bags, including the 5 Diplomatic bags and all red label mail."

Finally, on August 8, 1941 the British postal administration sent the following information by letter: "I am directed by the Postmaster General to say that it has been ascertained that none of the registered mail conveyed by the ship in question has been salved and there is no possibility of salvage being effected."

The *Oslofjord* had been built in 1938 for A.G. Weser. She was equipped with oil engines, rated at 4,270 n.h.p., and measured 563.5 feet by 73.4 feet by 34.1 feet. Her gross tonnage was 18,673. The ship builders were Deutsche Schiff und Maschineabau Aktiengesellschaft of Bremen, Germany.

Ville d'Arlon

The Belgian steamship *S.S. Ville d'Arlon*, under Captain Albert Wilding, left New York on November 15, 1940 bound for Halifax. On board the 7,555-ton vessel were 3,618 bags of mostly U.S. mail. There were also 414 bags of Canadian closed transit mail that had accumulated in New York between November 4 and 14. There were only five bags of Canadian parcel post, but 162 bags contained Canadian registered mail. The Canadian mail was destined for addresses in Britain and to Canada's armed forces in stationed in England. The American mail lost included 1,000 bags of parcels, 54 bags containing 4,433 registered items, and 2,150 bags of ordinary mail.

The *Ville d'Arlon* left Halifax on November 21, 1940 bound for Liverpool, Belfast and Glasgow. Nothing was heard of the ship or her crew of 52 except a naval report which mentioned that at 1:30 am on December 2, 1940 the vessel was observed "not under control, lights on and had dropped astern of the convoy." At war's end German records showed that the *Ville d'Arlon* was torpedoed on December 2 by the German submarine U-47 under the command of Lt. Commander Gunther Prien.

The vessel, formerly known as the *American Traveler*, was owned by the Société Maritime Anvérsoise of Belgium and had been built in 1920 by the American International Shipbuilding Corporation at Hog Island, Philadelphia. She had turbine engines and was rated at 6,000 s.h.p. with a speed of 13.5 knots. The ship's dimensions were 463.9 feet by 58.2 feet by 26.4 feet.

Other Mail Problems

While the loss of mail by enemy action was a constant threat, other problems were being reported. On December 7, 1940 a bag of mail dropped into the sea when the loading sling broke. The mail in this bag was from Montreal and destined for Glasgow, Scotland. The mail was recovered, dried out, rebagged, and forwarded

to the addressees via the next despatch.

On December 14, 1940 six bags of mail from the Base Post Office in Montreal fell into the sea at Halifax while being placed aboard a steamship. These bags were destined for the Canadian Army Service Force in England, with bags marked for the following regiments: Prince Edward Regiment, the Royal Canadian Engineers—Reconnaissance Squadron, Carleton and York Regiment, The Seaforth Highlanders, and the Saskatoon Light Infantry. It was reported that "all mail was retrieved, dried out, and returned to the senders with an explanation."

The following day, December 15, bag no. 5, Despatch 69, from the Base Post Office in Halifax for C.A.S.F. (England) fell into the sea. The mail in this bag was also recovered, contents dried out, and returned to senders with an explanation.

The names of the vessels involved in these two incidents were not identified in Post Office files. The mail in all instances was stamped "Damaged by Sea Water."

M.V. Western Prince

On December 20, 1940 Canadian Post Office headquarters in Ottawa received confidential information from J.L. Gueguen of the Railway Mail Service that mail posted in Canada on December 3 and 4 had been lost on *M.V. Western Prince.*

The *Western Prince*, a British motorship on a voyage from New York to Liverpool, was torpedoed and sunk by the German submarine U-96, under Lt. Commander Heinrich Lehmann-Willenbrock, at 8:50 am on December 14, 1940. The vessel went down about 500 miles west of the Orkney Islands, and 450 miles off the Irish coast. Captain Reid, eight crew members, and six passengers were lost. Fifty-five passengers and 99 crew were saved. On board were 200 bags of Canadian first class mail posted in Canada on December 3 and 4, 1940. In addition, the ship carried U.S. mail received from New York between November 16 and December 5, 1940 and destined for Britain, Malta, and the Faroe Islands.

The *Western Prince* was a 10,926 ton ship built by Napier and Miller Ltd., Glasgow, Scotland in 1929 for the Prince Line. She was rated at 2,200 h.p. and was 496.2 feet by 54.8 feet by 35.4 feet. Eight months previous to her demise she had brushed with the enemy on April 20, 1940 when gunfire from a German aircraft damaged her. This took place near the Edinburgh Channel in the Thames estuary.

U-Boat Fleet Increases

An increased U-boat fleet in 1941 resulted in more and more Allied shipping being sent to the bottom of the ocean. By February 1941 Hitler's offense against the Allies at sea had resulted in the loss of 215 merchant vessels and two warships, against a loss of 23 U-boats. On the night of March 16, 1941 the Germans sank six ships in an Atlantic convoy, but the tide was turning. The next morning the *H.M.S. Walker*, a destroyer under Captain Donald MacIntyre, forced the U-100 to the surface with depth charges and then rammed it. Lt. Joachim Schepke was killed. One German officer and five ratings were saved. The *Walker* then depth charged the U-99. The damaged sub surfaced and Commander Otto Kietschner, the German ace, was captured. Earlier, on March 6, Lt. Commander Prien, who had been awarded the German Knights Cross with Oak Leaves, lost his life and crew when the U-47 was sunk by *H.M.S., Wolverine* under Commander J.M. Rowlands. It was Prien who had sunk the *Ville d'Arlon* on December 2, 1940. Four U-boats, including the U-70

under Matz, were sunk in a 10 day period. Increased destroyer escorts and better tactics swung the balance of power against the U-boats.

S.S. Beaverbrae

The first loss of mail in 1941 occurred when the twin screw steamer *S.S. Beaverbrae* was lost on March 25, 1941. The *Beaverbrae*, 9,956 gross tons, was built in 1927 by Armstrong, Whitworth and Co. of Newcastle, England for the Canadian Pacific Railway. Her size was 502.5 feet by 61.9 feet by 37.5 feet. Launched on November 27, 1927, she was the fifth in the Beaver series of ships built for the Canadian Pacific Steamships.

In October 1931 she transported a Junkers JV-52 from Hamburg to Canada. This was the largest ever single-engined aircraft to enter Canada. The aircraft had been purchased by Canadian Airways to carry supplies to the Hudson's Bay Company's northern outposts.

The *Beaverbrae* arrived in London on September 3, 1939, the day war was declared. On March 21, 1941 she left the River Mersey en route to Canada. On board were 3,855 bags of letters, 403 bags of parcels, and three bags of special mail. All had been posted in the United Kingdom between March 10 and 17.



The S.S. Beaverbrae *in happier days, preparing to disembark immigrant passengers at Quebec City.*

Photo courtesy National Archives of Canada

Two days out of Liverpool, on March 25, the vessel was bombed by enemy Focke-Wulf aircraft and caught fire. She was on her twenty-third Atlantic crossing since World War II was declared. Under the command of Captain B.L. Leslie, the crew abandoned ship in four life boats. By March 27 the vessel was on fire fore and aft, the afterpart red hot. The after-deck had blown up and the sides were fractured. The disabled vessel sank at 60° 12' N. 09° 00' W. All of the ship's crew were taken on board two British destroyers and taken to Scalpa Flow and later to Thurso, the northernmost railway station in the British Isles.

Fire From Matches

Postal officials were startled at the Ottawa Base Post Office when a parcel addressed to a Canadian overseas serviceman caught fire and was destroyed. This was in mid March 1941. An investigation showed that the fire was caused by matches in the parcel. As a result, a warning to the public to refrain from mailing matches was sent out on March 29, 1941 for display at all post offices. Despite warnings from postal officials, parcels to service personnel continued to be found with matches in them. On March 29, 1941 another fire in a parcel at a Canadian base post office caused a small loss of mail before it could be extinguished. Again, matches were the culprit. Yet another similar fire at another Canadian base caused a small loss of mail.



A warning poster issued to Canadian post offices in March 1941 urging the public to refrain from sending matches and other combustible items to servicemen. The campaign was initiated following several fires in parcels.

Courtesy Canadian Postal Archives, Ottawa.

S.S. Beaverdale

H.E. Atwater, Financial Superintendent of the Canadian Post Office, received word on April 24, 1941 that the *S.S. Beaverdale*, which had left Saint John, New Brunswick on March 26, was lost through enemy action. The *Beaverdale* thus became the fifth Canadian Pacific vessel to be sunk in the first nineteen months of the Battle of the Atlantic. The German U-boat U-48, under Lt. Commander Hans Rösing, torpedoed the *Beaverdale* in the early hours of April 1, 1941. Within a half hour the crew of 79 was in three of the ship's lifeboats. No one had been injured. Two U-boats surfaced and shelled the *Beaverdale*, which sank with a violent

explosion. During the night contact was lost with one of the lifeboats. Theremaining two set sail for Iceland, about 300 miles away. On the sixth day the No. 1 lifeboat under Captain Charles Draper sighted land. The following day those in No. 3 lifeboat, under Second Officer G. Mansell were picked up by the Icelandic trawler *Gulltoppur*, and the men landed at Reykjavik. No trace was ever found of lifeboat No. 2. It was thought that this lifeboat, with 21 men, was destroyed by shells from the submarine attempting to sink the *Beaverdale*.

The *Beaverdale* was carrying a heavy load of Canadian mail, a total of 4,650 bags in all. A breakdown shows that there were 12 bags of embassy mail, 45 bags of red label (registered) mail, 1,969 bags of letters and newspapers, and 2,624 bags of parcel post. The origins were: 36 bags from C.A.S.F. Halifax, 67 from F.M.O. Halifax, 27 from Halifax, 33 from Saint John, 16 from Quebec, 2,857 from Montreal, 2,166 from C.A.S.F. Ottawa, 7 from the West Indies, 29 from Newfoundland, plus the 12 bags of diplomatic mail. This mail had been posted or received in Canada between March 11 and 15.

The *Beaverdale* had an illustrious history. She was launched by Lady Alice Northcote on September 28, 1927 from the Armstrong Whitworth yard at Newcastle. In May 1933 rail track was laid on her deck to carry the *Royal Scot*, a crack 4-6-0 locomotive and eight lightweight coaches. The train, with an English crew, made an eight month, 11,000 mile tour of the United States and Canada before returning to the United Kingdom.



The London, Midland & Scottish train Royal Scot returning home from Montreal aboard the S.S. Beaverbrae *following its 1933 tour of North American railways.*

Photo courtesy Canadian Pacific Railway

When World War II broke out the *Beaverdale* made several trips from Liverpool to France under government charter. She then left Liverpool for Montreal on November 12, 1939. Seven more trips were made to Canada without mishap. She

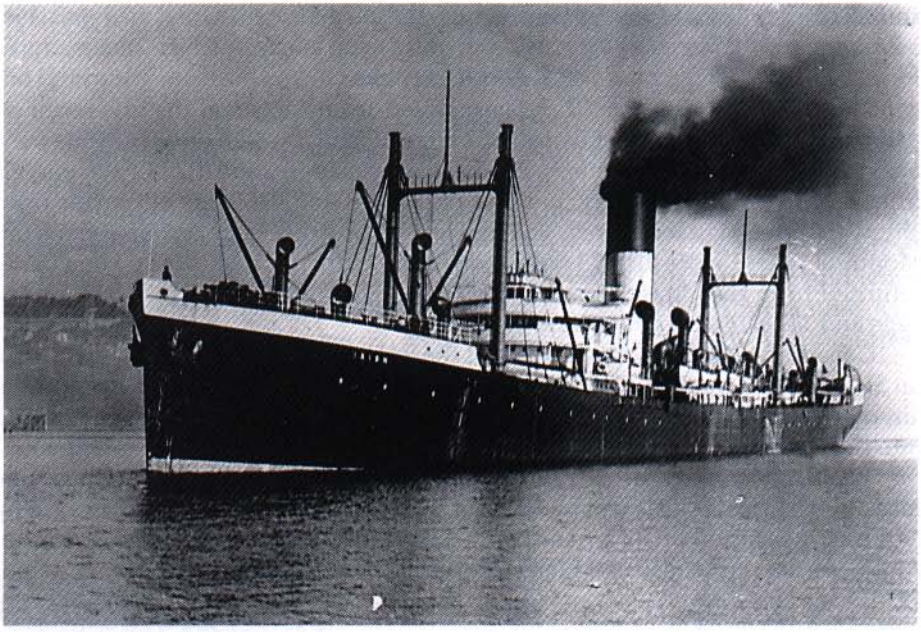
arrived at the London docks on May 28, 1940 at the time of the Dunkirk evacuation. Two of her lifeboats went to Dunkirk and assisted with the evacuation for five days.

Statistically, the *Beaverdale* was 502.5 feet by 62 feet by 37.5 feet. She was rated at 9,957 tons, with a speed of 15.5 knots, and was powered by Parsons Marine Company turbine engines.

S.S. Ixion

British postal authorities in England advised their Canadian counterparts in mid May 1941 that mail bound for Canada had been lost aboard the *S.S. Ixion*. The mail had been posted in the United Kingdom between April 28 and 30, 1941. The number of bags of mail is not recorded in Canadian archival files.

The *Ixion* was built in 1912 by Scotts Shipbuilding and Engineering in Greenock, Scotland. She was built for the China Mutual Steam Navigation Company. The vessel's gross tonnage was 10,263. Her dimensions were: length 506 feet, breadth 60.3 feet, and depth 37.5 feet.



The S.S. Ixion *in coastal waters.*

Photo courtesy National Maritime Museum, Greenwich

The *Ixion* was torpedoed by the enemy on May 7, 1941, and sank the next day. W.F. Dark was the Captain in charge of the *Ixion*. She had sailed from Glasgow, Scotland, and was bound for Halifax and New York. When she was about 200 miles due south of Reykjavik the U-boat U-94, under Lt. Herbert Kuppisch, fired a fatal torpedo. The *Ixion* lies at the bottom of the ocean at 61° 29' N. 22° 40' W.

U-Boat Codes Broken

On May 8, 1941 a British destroyer depth charged the German U-boat U-110, forcing the damaged sub to the surface. The crew, believing that the sub was

doomed, quickly jumped into the water. Amazingly, the sub remained afloat. When Lt. Commander Lemp realized this, he attempted to swim back to the U-boat in order to scuttle her. He lost his life when he was crushed against the submarine's hull by a British boarding party. The British captured the U-boat along with her code books and communications equipment. This enabled the Allies to penetrate the complicated U-boat codes and hastened the end of the U-boat threat on the North Atlantic. So significant was this event that it was kept secret for 30 years.

Another Sinking

Canadian postal officials received information in June 1941 that a British steamer was lost at sea by enemy action in early June while on her way to Canada. The name of this vessel is not listed in the "P-3" series of files, found in the post office archives. This ship carried 737 bags of mail destined for Canada and Newfoundland. The mail had been posted in the United Kingdom between May 17 and 23, 1941. There were 17 bags of registered mail, 433 bags of regular mail, and 277 bags of parcels in the shipment.

S.S. Fort Richepanse

The motorship *S.S. Fort Richepanse* sailed from Montreal for Liverpool on August 25, 1941. In her hold were 2,852 bags of mail, broken down as follows: 8 bags registered, 105 bags letters, 234 bags newspapers, and 1,293 bags parcels from Montreal Base Post Office; 1 bag registered and 946 bags of parcels from Ottawa; and 5 bags registered, 48 bags letters, and 199 bags newspapers from Montreal. There were also 13 bags containing empty British postal bags being returned from the Ottawa post office. The cargo contained as well 892 tons of eggs and 1,998 tons of general cargo.

Canadian postal officials learned of the loss on September 17, 1941. At 10 am on September 3 the *Fort Richepanse* had been bombed and disabled by German aircraft. Later, Lt. Theodor Fahr in the German submarine U-567 fired a torpedo into the *Fort Richepanse* at 6 pm. Lost were 31 of her crew and five passengers.

The 3,485-ton vessel of 724 n.h.p. was equipped with oil engines. She measured 343 feet by 48.6 feet by 24.5 feet. The *Fort Richepanse* was built in 1936 by Odense Staalskibsvoert and was operated by Canadian Pacific Steamships under contract from the Ministry of War Transport. The vessel lies on the ocean floor at 52° 15' N., 21° 10' W.

M.V. Vancouver Island

When the *M.V. Vancouver Island* sailed from Montreal to England on September 25, 1941 she developed engine trouble almost immediately and pulled into drydock in Quebec City for repairs. On October 9 she finally left Quebec for Cardiff, Wales. She was torpedoed and sunk by the German U-boat U-558 under Lt. Günther Krech on October 15, 1941, when she was about 700 miles west of Fastnet. All on board, 65 crew, 8 gunners and 32 passengers, were lost. The mail loss was huge. She carried 6,224 bags of mail, as follows: 9 bags diplomatic mail, 39 bags red label (registered), 1,662 bags letters and papers, and 4,514 bags parcel post. Of these, 2,697 were from the Ottawa Base Post Office and 109 from Military Post Office No. 608, Halifax.

The *Vancouver Island* was formerly the German ship *Weser*. She had been captured by the Canadian auxiliary cruiser *Prince Rupert* on September 26, 1940 soon after leaving Manzanillo, Mexico. She was refitted, renamed, and operated by the Canadian government. The vessel was 7,472 tons, with oil engines developing 2,713 n.h.p. Her dimensions were 474.3 feet by 60.6 feet by 39.5 feet.

M.V. Donerail

The *M.V. Donerail* sailed from Australia on November 5, 1941. She was torpedoed 200 miles southeast of Hawaii on December 10, 1941 by the Japanese submarine I-10 under Commander Y. Kayahara. The Japanese gave her location as 08° N., 152° W. The *Donerail* had called at Suva, Fiji and was on her way to Vancouver. Her cargo consisted of sugar, pine, apples, and mail. The ship had a crew of 23 plus seven passengers. One lifeboat, containing 24 men, got away from the ship. Before they could be rescued, the captain and 15 others died.

The 4,473-ton Panamanian motorship had been built by Burmeistra and Wain, with oil engines of 628 n.h.p. Her dimensions were 380 feet by 53.9 feet by 25.3 feet. She was being operated under special arrangement by the U.S. Maritime Commission. The vessel had been known as the Nordhval before being renamed the *Donerail*.

S.S. Manini

Before 1941 ran out, word was received at Post Office headquarters in Ottawa that another ship carrying Canadian mail had been lost to enemy action. The American freighter *Manini* had sailed from Vancouver on November 21, 1941 bound for San Francisco. She had then left San Francisco for Hawaii on November 27. The *S.S. Manini* was one day out of Honolulu bound for New Zealand when she was torpedoed by the Japanese submarine I-175 under Commander Kilu Inoue at 6:40 pm on December 17, 1941. The ship was about 180 miles south of Hawaii at the time.



The S.S. Manini

Photo courtesy William F. Hultaren

The *Manini* went down in six minutes after being hit by the torpedo. The survivors abandoned ship in two lifeboats. For 64 hours they ran before a gale with the men constantly at the oars, battling to keep the bow headed into the heavy seas. On December 24 they succeeded in attracting a patrol plane by using their last pistol flare. On December 26 a crewman died of thirst and was buried at sea. Another crewman was also lost. Finally, on December 28 the *U.S.S. Patterson* (DD-392) picked up 15 survivors from one lifeboat, but the other, with 18 survivors, was not found until December 30.

The *Manini* and her crew of 35 received justice for their courage when the I-175 under Commander Tabata was sunk and destroyed on February 1, 1944 by the *U.S.S. Walker* (DD-517).

When the *Manini* went down she took with her 158 mailbags of letters and newspapers, 140 bags of parcel post, and five bags of red label (registered) mail. All had been posted in Canada from November 4 to 14 inclusive.

Formerly named *Susherico*, the *S.S. Manini* had been built in 1920 at Newark, New Jersey. She was owned by the Matson Navigation Company of San Francisco. Captain of the 3,253-ton vessel was George Sidon. She was 324 feet by 46 feet by 25 feet.

Admiral King of the United States Navy cost his country many tons of shipping due to his unwillingness to accept advise from his naval advisors. Eventually, the United States learned that a well-defended convoy would defeat the U-boats. By the latter part of 1942 an interlocking convoy system was in place for American shipping.

November 1942 was a record month for the U-boats. In that month German submarines sunk 700,000 tons of Allied shipping, and another 160,000 tons were destroyed by aircraft. The Germans were building 30 U-boats per month, but the German authorities were demanding increased production in order to replace the U-boats being destroyed by the Allies. By this time it was evident the Germans were losing the Battle of the Atlantic.

(to be continued)

A note on sources:
The principal primary research for this article was the Canadian Postal Archives, Canada Post Confidential Files "F" and "L."

The following were also useful sources:
Hughes, Terry, and John Costello. *The Battle of the Atlantic*. New York, Dial Press.
Lehmann, J. *Der U-boat—Erfolge der Achsenmäckte, 1939-1945*. Munich, 1969.
Musk, George. *Canadian Pacific—The Story of the Famous Shipping Line*. 1981.

One of the best known figures in Canadian philately, James E. Kraemer is the former Director of the National Postal Museum. He has served as President of the RPSC, and is presently the President of the RPSC Philatelic Research Foundation. Mr. Kraemer pursues his many philatelic projects from his home in Ottawa.

New on the Philatelic Bookshelf...

Michel Deutschland-Special Katalog 1995. Publisher: Schwaneberger Verlag GMBH, Munich, Germany. Softcover, 1652 pages. Distributed in Canada by Lighthouse Publications, 255 Duke St., Montreal, QC M3C 2M2, and available through stamp dealers across Canada.

The new *Specialized Michel* has been out for some time now. It covers all issues of the German area, but here's a quick review for the 1933-1945 period.

Starting at the beginning, it is easy to see that the prices of mint, never hinged stamps from 1933 to the end of the war have increased. The first three stamps—Frederick the Great—jumped from DM 425.- to DM 550.- The last two stamps increased from DM 75.- to DM 165.- And that pretty well tells the whole story—great increases! And what about the poor Wagner set? For some reason, no change!

Now let's look at the mint hinged stamps. That is not an easy story. There is basically no change. The first armed forces set went from DM 11.50 to DM 15.- But after looking at the price hike in the MNH sets one is more likely to give a huge yawn.

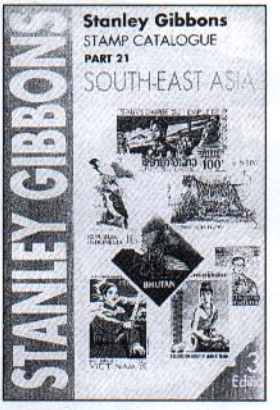
And last, let's look at used stamps. This is an engine that starts slowly. The slow change begins about 1936, then sputters and slowly restarts again in 1940. The increase is up to DM 10.- for the major sets. However, for percentage increases, the last years of the period are interesting. They go from DM 1.75 to DM 3.-

These trends apply to the Dienstmarken (Officials) as well. Of course, there are reasons for all this. We known them. How many hingeless albums existed in 1933? What was the mail service like after 1943? How many covers do you see mailed in 1945?

The Scott catalogue attempts to follow these price changes in only a few cases. Maybe next year.

Emil Talacko

Stanley Gibbons Stamp Catalogue. Part 21: South-East Asia, 3rd Edition, 1995. Softcover, 488 pages. Published by Stanley Gibbons Ltd., Ringwood, Hants., England BH24 3SH. Distributed in Canada by Lighthouse, 255 Duke St., Montreal, QC H3C 2M2, and available through stamp dealers.



The last edition of this catalogue appeared in 1985, and specialists in this area of philately will undoubtedly appreciate this new, revised version. The volume covers the stamp issues of Chaton, Cambodia, Indonesia, Laos, Myanmer (Burma), Nepal, Philippines, Thailand, and Vietnam. Stamp issues of the colonial period are not included in this volume.

New sections in this edition include issues of the International Commission in Indo-China, Indian post offices in Nepal, and Siamese post offices abroad, including those in what is now Cambodia and Laos. New sections list booklet panes for Indonesia, Thailand, and Vietnam.

The section on Thailand has been extensively reworked, based on the recent handbook by Richard Ostlie. Some numbers have been changed. There are, of course, many price revisions, particularly in nineteenth century Thailand. A list of specialist societies for these countries is a useful inclusion.

Although the type is small, the catalogue is well laid out, and easy to follow. Illustrations are generally clear. The binding is sturdy, and like other Stanley Gibbons catalogues in the series, the volume will lie open on the desk.

Steve Thorning

CANADIAN BRIDGES / LES PONTS CANADIENS



Canada Post Corporation issued four stamps on September 1 in honour of road engineering and bridge building. The stamps portray the covered bridge at Hartland, New brunswick; the Quebec Bridge, the 401/403/410 highway interchange at Toronto, annd the Alex Fraser Bridge in British Columbia. The set was issued in conjunction with the 20th World Road Congress, held in Montreal September 3 to 9. The convention attracted more than 2500 delegates.

Specifications:

Date of Issue:	1 September 1995
Denomination:	4 x 45¢
Printer:	Canadian Bank Note Co. Ltd.
Quantity:	15,000,000
Dimensions:	40 mm x 27.5 mm (horizontal)
Perforation:	13+
Paper:	Coated
Gum:	PVA
Printing Process:	eight-colour lithography
Pane Layout:	20 stamps
Tagging:	flourescent paper
First Day:	Montreal, QC

La Société canadienne des postes a 'émis, le 1 septembre, quatre timbres en l'honneur du génie civil st de la construction du ponts. Les quatre ouvrages illustrés sont le pont couvert de Hartland au Nouveau-Brunswick, le pont de Québec, l'échangeur des autoroutes 401, 403 et 410 en Ontario et le pont Alex-Fraser en Colombie-Britannique. Ce jeu de timbres-poste sera émis juste avant l'ouverture du 20e Congrès mondial de la route qui se déroulera à Montréal du 3 au 9 septembre. Le Congrès rassemblera quelque 2500 spécialistes internationaux.

Spécifications techniques :

Date d'émission :	1 septembre 1995
Valeur :	4 x 0,45 $
Imprimession :	Canadian Bank Note Ltd.
Tirage :	15,000 000
Format :	40 mm x 27,5 mm (horizontal)
Dentelure :	13+
Papier :	Coated
Gomme :	APV
Procédé d'impression :	lithographie (huit couleurs)
Présentation de feuillets :	20 timbres
Marquage :	papier fluorescent
Premier jour :	Montréal (Québec)

ARCTIC / L'ARCTIQUE

Canada Post Corporation issued a commemorative set of five stamps on September 15 to coincide with the 50th anniversary of the Arctic Institute of North America (AINA). The AINA is an organization created to promote the study of Arctic conditions and problems. The stamps celebrate the unique elements of the Canadian Arctic, and are sold in booklets of 10. The image flow from one stamp to another, suggesting movement through time from the past to the future.

Le 15 septembre, la Société canadienne des postes émettra un jeu de cinq timbres consacré à l'Artique canadien avec le cinquantenaire de L'Institut artique de l'Amérique du Nord. Cet organisme a été fondé pour promouvoir l'étude objective du milieu arctique et des problèmes qui lui sont propres. Les timbres, vendus en carnets de dix, souligneront les éléments caractéristiques de cette immense contrée. Les motifs se fondent les uns dans les autres, de gauche à droite, et nous transportent du passé (la pérennité de la terre) vers l'avenir (les enfents).



Specifications:

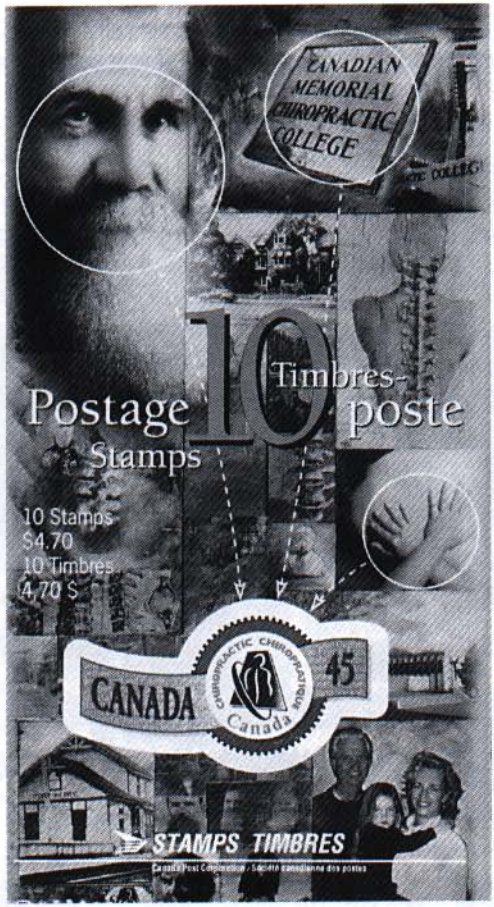
Date of Issue:	15 September 1995
Last Day of Sale:	14 March 1995
Denomination:	5 x 45¢
Printer:	Canadian Bank Note Co. Ltd.
Quantity:	15,000,000
Dimensions:	40 mm x 24 mm(horizontal)
Perforation:	13+
Paper:	Coated Papers
Gum:	PVA
Printing Process:	five-colour lithography
Pane Layout:	booklets of 10 stamps
Tagging:	fluorescent coated paper
First Day:	Iqaluit, NT

Spécifications techniques :

Date d'émission :	15 septembre 1995
Dernier jour de vente :	14 mars 1995
Valeur :	5 x 0,45 $
Imprimission :	Canadian Bank Note Ltd.
Tirage :	15 000 000
Format :	40 mm x 24 mm (horizontal)
Dentelure :	13+
Papier :	Coated Papers
Gomme :	APV
Procédé d'impression :	lithographie (cinq couleurs)
Présentation de feuillets :	carnet de 10 timbres
Marquage :	papier fluorescent
Premier jour :	!qaluit (NT)

CHIROPRACTIC / LA CHIROPRACTIQUE

Canada Post issued a special commemorative booklet on September 15 to honour the Chiropractic profession, which is celebrating three significant anniversaries in 1995. This year marks the 100th anniversary of the founding of the profession, the 150th anniversary of the birth of Daniel David Palmer (its founder), and the 50th anniversary of the Canadian Memorial Chiropractic College. The booklets of 10 self-adhesive stamps include 15 stickers in four different designs. This format allows users to customize their envelopes.



L Société canadienne des postes a annoncé l'émission, le 15 septembre, un carnet commémoratif spécial en hommage à la chiropractique, dont les membres soulignent trois anniversaires importants en 1995 : le centenaire de l'instauration de la profession, le cent cinquantenaire de la naissance de Daniel David Palmer (son Initiateur) et le cinquantenaire du Canadian Memorial Chiropractic College. La SCP émettra 500 000 carnets de 10 timbres autocollants assortis de 15 vignettes autocollantes illustrant quatre motifs distincts.

Specifications:

Date of Issue:	15 September 1995
Last Day of Sale:	14 March 1995
Denomination:	10 x 45¢
Printer:	Ashton-Potter Canada Ltd.
Quantity:	500,000 booklets of 10
Dimensions:	52 mm x 26 mm (horizontal)
Perforation:	diecut - not perforated
Paper:	Coated Papers
Gum:	Pressure sensitive
Printing Process:	six-colour lithography
Pane Layout:	booklets of 10 stamps + 15 stickers
Tagging:	general tagging, all around
First Day:	Port Perry, Ontario

Spéifications techniques :

Date d'émission :	15 septembre 1995
Dernier jour de vente :	14 mars 1995
Valeur :	10 x 0,45 $
Imprimession :	Ashton-Potter Canada Ltd.
Tirage :	500 000 carnets de 10 timbres
Format :	52 mm x 26 mm (horizontal)
Dentelure :	découpé à l'emporte-pièce, non dentelé
Papier :	Coated Papers
Gomme :	sensible à la pression
Procédé d'impression :	lithographie (six couleurs)
Présentation de feuillets :	carnet de 10 timbres et de 15 vignettes autocollantes
Marquage :	procédé général, sur tout le contour du timbre
Premier jour :	Port Perry (Ontario)

Society Reports / Rapports de la Société

From Molly Krajewski, Sales Circuit Manager....

ON BECOMING AN 'OWNER'

Blank circuit books can be obtained from me at a cost 50 cents each plus postage. We always need new books to replace those we are retire. Full instructions can be found inside the covers and on some of the facing pages. The turnover is about 200 books a month. We enclose a copy of our current wants list with each order for blank books, but we accept almost everything providing the books are worth over $100.00 each. We retire the books after 18 months except when we retire them earlier because of massive sales.

Stamps in any one book can be mixed Mint and Used. A Topicals book can consist of many countries as long as they are of the same topic, sets sell better. As regards more than one country in one book, please restrict them to collecting areas such as, Scandinavia, British Africa, or Latin America. Former colonies can be included with the mother country. For example, France & Col. Books in alphabetical groupings have to be marked "World". Books marked "World" don't get around much because few people ask for them.

As regards pricing, I had been advising a maximum of 70% of Scotts '95 catalogue for mint stamps and 60% for good condition used, but due to the low current value of the Canadian dollar this must now be changed or owners would lose too much. Perhaps 80% for Mint and 70% for good used is a fair price, and an owner could put on the front of his books that the catalogue values shown are in U.S. dollars, whilst the selling prices are in Canadian. Maximum value of a book is $500.00 because our insurance company pays a maximum of $500.00 for lost books.

We also have a Nickel Box circuit for the cheaper stamps. The designers of the Nickel Box assumed that everybody would use his own stock sheets, and so the basic kit consists of a bag, a set of labels and the paperwork, and sells at $2 plus postage and GST, (96 cents). However due to several requests we can now also offer kits complete with stock sheets for $10.25 plus postage and GST of $2.20. All stamps in Nickel Boxes are currently 10 cents each, but we didn't change the name.

Please quote your R.P.S.C. number on all correspondence. Buying and selling material through the circuit is a privilege reserved for members of the RPSC only.

From the Insurance Manager....

Hugh Wood Canada Ltd., the carrier for the RPSC Insurance Plan, has moved to a new office. The new address is 2040 Yonge Street, Suite 300, Toronto, ON M4S 1Z9. The firm can also be reached by telephone at (416) 481-4211 or by fax at (416) 481-9132.

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.

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3650 Kaneff Cr., #3202
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PHILATELISTISCHE BIBLIOTHEK (10257), Munchen, GERMANY

CORRECTION

26313 Mr. David R. Chamberlin, was listed incorrecty in the Sept.-Oct. issue as Mr. David R. Chamberlain.

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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

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 11 - 12: BYPEX '95, 14th annual dealers' bourse, at Talisman Hotel, 1376 Carling Ave., Ottawa, Ont. Hours: 10 - 5 both days. Information: (613) 729-7100.

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

FEBRUARY 24 - 25: VICTOPICAL 1996, show and bourse at the Holiday Inn, 3020 Blanshard St., Victoria, BC. Sponsored by the Greater Victoria Philatelic Society, the Vancouver Island Philatelic Society, and the Victoria Junior Stamp Club. Special show cancel, numerous door prizes. Admission by donation. Entry fee: $5.00 per 15 page frame; juniors $1.00 per exhibit. Information: Show Chairman, Box 5164, Stn. B, Victoria, BC V8R 6N4; (604) 721-1940 evenings.

FEBRUARY 24 - 25: REGINA PHILATELIC CLUB's 16th ANNUAL STAMP EXHIBITION and sale of stamps, coins, and sports cards, at Best Western Seven Oaks Inn, 777 Albert St., Regina, Sask. Show cachet, 15 dealers, judged exhibits, door and special prizes. Admission $2.00 per day; children under 12 free. Hours: 10 - 6 Saturday; 11 - 5 Sunday. Information: Ken Arndt, 586-8152; Dr. Frans Rummens, 586-0354.

MARCH 16: OXPEX '96 and OTEX '96, combined general and topical exhibitions of the Oxford Philatelic Society, at John Knox Christian School, 800 Juliana Drive, Woodstock, Ont. Free admission and parking, 16 dealers, competitive exhibits, draw prizes, judges' critique, youth booth, refreshments. Information: Gib Stephens, P.O. Box 20113, Woodstock, ON N4S 8X8.

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.

OCTOBER 5 - 6: VICPEX 1996, at the Holiday Inn, 3020 Blanshard St., Victoria, BC. Sponsored by the Greater Victoria Philatelic Society, the Vancouver Island Philatelic Society, and the

Victoria Junior Stamp Club. Show cancel, numerous door prizes. Admission by donation. Entry fee: $5.00 per 15 page frame; juniors $1.00 per exhibit. Information: Show Chairman, Box 5164, Stn. B, Victoria, BC V8R 6N4; (604) 721-1940 evenings.

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

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.

AUG. 30 - SEPT. 8: AEROFILA 96, first Iberoamerican Aero and Astrophilatelic Exhibition, in Buenos Aires, Argentina. An FIAF sponsored exhibition. For information contact the Canadian Commissioner: R.K. "Dick" Malott, 16 Harwick Cres., Nepean, ON K2H 6R1.

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.

OCT. 12-20: ESPAMER '96, and AVIACIÒN Y ESPACIO,an FIP sanctioned exhibition held in Seville, Spain. Open to collectors in Portugal, Spain, and all American hemisphere countries, and collectors of Aerophilately and astrophilately from any country of the world. For information contact the Canadian Commissioner: R.K. "Dick" Malott, 16 Harwick Cres., Nepean, ON K2H 6R1. Entry of provisional entry forms closed 1 Oct. 1995.

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 Wednesday of month, 7:30 pm. Kerby Centre, 1133 7 Ave. SW. No meetings July and August; no auction December. 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 $15 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: H.P.S., 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 Ave. at Cranbrook (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. For information: Milton Stamp Club, 425 Valleyview Cres., 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 al-ways 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. Information: Ron Bearns, Box 333, Paradise, NF A1L 1C7; (709) 782-3037.

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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LITERATURE

HONG KONG - Japanese Occupation and Mr. Daluz, 124pp., published 1995. $50 from Hong Kong Stamp Society, Box 92531, Brampton, ON L6W 4R1.

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NEWFOUNDLAND DOGS - topical cancellations, cachets, advertising covers, cinderellas, and odds and ends (anything picturing the Nfld. Dog). Canada, Nfld. and St. Pierre. Tom Homa, PO Box 450614, Westlake, Ohio 44145.

WANTED: commercially used coloured postcards of LONE PINE LODGE, Port Severn, Muskoka, Ontaria, circa 1950—1990. Send description and price to: Susan Sheffield, c/o A Summer Love Affair, Box 67039, Meadowlark P.O., Edmonton, AB T5R 5Y3.

WANTED: Covers and anything else genuinely used through the mail systems from Holland and its colonies; also Republic of Surinam. Write first with description(s) and asking prices P.P. Arie Yark, 1910-812 Burnhamthorpe Road, Etobicoke, Ontario, Canada M9C 4W1.

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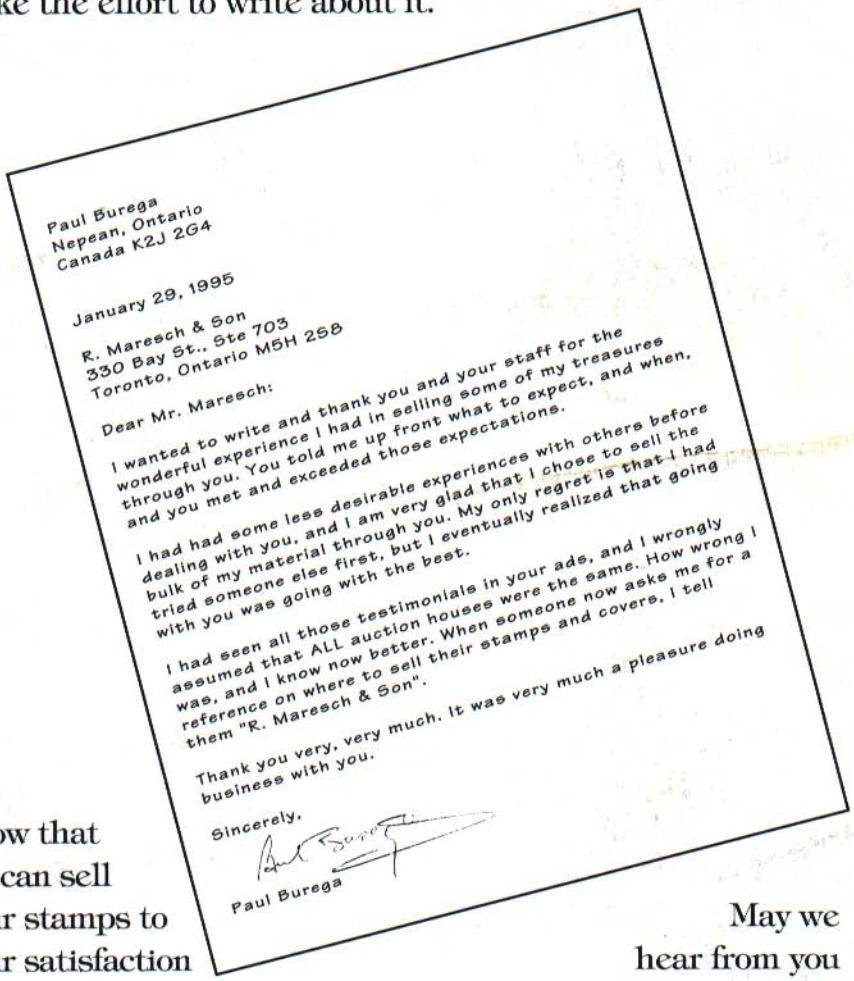
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