The Canadian Philatelist
Le philatéliste canadien

$5.00

5,00$

VOL 47 • NO. 1 JAN-FEB 1996 JAN-FEV

Journal of The ROYAL PHILATELIC SOCIETY OF CANADA

Revue de la SOCIÉTÉ ROYALE DE PHILATÉLIE DU CANADA



BLUENOSE STAMP ~ lapel PIN

TIMBRE DU BLUENOSE ~ sur ÉPINGLE

ONLY • SEULEMENT



ACTUAL SIZE

GRANDEUR RÉELLE

Cast in high-quality pewter

Moulée en étain de qualité

INTRODUCTORY OFFER

$4.95*

OFFRE DE LANCEMENT

Product no./Produit n° 93809

This handsome lapel pin reproduces Canada's famed *Bluenose* stamp in fine detail. Cast in high-quality pewter, this pin is 100% Canadian-made and measures 26 mm x 18 mm. The *Bluenose* stamp lapel pin is both a conversation piece and a collectible in itself. Order yours today!

THIS INTRODUCTORY OFFER IS AVAILABLE THROUGH MAIL ORDER ONLY. To order, write to the NATIONAL PHILATELIC CENTRE, ANTIGONISH NS B2G 2R8. Or, call toll-free from Canada: 1-800-565-4362; or from U.S.A.: 1-800-565-1336. From other countries, dial (902) 863-6550.

Cette magnifique épingle de revers reproduit dans les moindres détails le célèbre timbre du *Bluenose* du Canada. De fabrication canadienne, elle est moulée en étain de qualité et mesure 26 mm x 18 mm. Véritable objet de collection, cette épingle sera remarquée de tous. Commandez la vôtre dès aujourd'hui!

CETTE OFFRE DE LANCEMENT EST RÉSERVÉE AUX COMMANDES POSTALES. Pour commander, écrivez au CENTRE NATIONAL DE PHILATÉLIE, ANTIGONISH NS B2G 2R8, ou composez sans frais, du Canada, le 1-800-565-4362, des États-Unis, le 1-800-565-1336. Si vous téléphonez d'un autre pays, composez le (902) 863-6550.

*Canadian residents, please add applicable taxes. May not be exactly as shown./*Taxes en vigueur en sus pour les résidents du Canada. Sous réserve de légères différences.

MAIL POSTE

Canada Post Corporation / Société canadienne des postes

VISA MasterCard

the PERSONAL *touch!*

Quick Sticks Greeting Stamps

Look for them January 28, 1994 and all year long!

des TIMBRES *sur mesure!*

Timbres-souhaits autocollants

En vente tout au cours de l'année, à compter du 28 janvier 1994!

CODE 93SP16

The Canadian Philatelist
Le philatéliste canadien

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

Publication Date: January 1, 1996

Volume 47, No. 1 Whole Number 272 January-February 1996

REGULAR FEATURES:

3 From the Editor's Desk
5 Letters to the Editor
7 Philatelic News in Brief
9 President's Page/La page du président *William G. Robinson*
11 CAPEX 96 Update
13 Fellows of the Society *Beverlie A. Clark*
15 Postmarked Ottawa *Hans Reiche*
17 Judging and Exhibiting Column/ La Rubrique du juge et de l'exposant *Charles J.G. Verge*
19 Philatelic Commentary *Basil Stead*
20 Don's Corner *Donald J. LeBlanc*
27 Vignettes of Early BNA Postal History *J.C. Arnell*
33 RPSC Philatelic Research Foundation *James E. Kraemer*
64 New from Canada Post
69 Society Reports
74 Coming Events
76 Chapter Meetings
79 Classified Advertisements
80 Alphabetical List of Advertisers

35 Daedalus: The Canadian Airmail Stamp of 1935 *Trelle A. Morrow*

41 Aviation and Airmail Services in Colombia, Part II *Raymond W. Ireson*

59 Venice Some Early Postal History Part III: The 17th Century *Michael Madesker, FRPSC*

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

THE ROYAL PHILATELIC SOCIETY OF CANADA
P.O. Box 929, Station Q
Toronto, Ont. M4T 2P1

Published bimonthly by Philaprint Inc., P.O. Box 100, First Canadian Place, Toronto, Ont. M5X 1B2 and printed by Port Perry Printing Ltd., Port Perry, Ont. L9L 1B7. Recommended by the Royal Philatelic Society of Canada.
© by Philaprint Inc. 1995.
ISSN 00-45-5253
Opinions expressed herein are those of individual authors only and neither the Publisher nor The Royal Philatelic Society of Canada accepts responsibility for them. Manuscripts should be typewritten or submitted on computer disk. Only original articles will be considered. Books and Literature for review should be submitted to the editor. None of the editor, the Society, the publisher nor any officer or director either incurs any liability for any article or manuscript, or any item accompanying such article for photography, all of which are at the sole risk of the person submitting same.
Indexed in the Canadian Magazine Index and available on-line in the Canadian Business and Current Affairs Database.
ADVERTISING: Correspondence and copy should be directed to the editor. The Publisher reserves the right to decline any advertising and acceptance does not imply endorsement of the product or service.

The Cover: The 1935 Daedalus airmail issue was a high point of Canadian stamp design in the 1930s. Trelle Morrow takes a close look at this stamp beginning on page 35.

Subscription price for members of the Royal Philatelic Society of Canada $25.00 per year. This amount is included in membership fees and the members automatically receive the journal. Non-members: $30.00 per year. Changes of Address, undeliverable copies and orders for subscrip-tions should be sent to P.O. Box 929, Station Q, Toronto, Ont. M4T 2P1. Return Postage Guaranteed. Publications Mail Registration No. 6679

THE ROYAL PHILATELIC SOCIETY OF CANADA
LA SOCIÉTÉ ROYALE DE PHILATÉLIE DU CANADA

Patron: His Excellency The Right Honourable Roméo LeBlanc, P.C., C.C., C.M.M., C.D., Governor General of Canada
Président d'honneur: Son Excellence le très honorable Roméo LeBlanc, C.P., C.C., C.M.M., C.D., Gouverneur général du Canada

1995 - 1996

EXECUTIVE - L'EXÉCUTIF

President: William G. Robinson, 5830 Cartier St., Vancouver, B.C. V6M 3A7
Past President: Michael Madesker, 157 Clifton Ave., Downsview, Ont. M3H 4L6
1st Vice President: Keith Spencer, 5005 Whitemud Rd., Edmonton, Alta T6H 5L2
2nd Vice President: Charles J.G. Verge, Box 2788, Stn. D, Ottawa, Ont. K1P 5W8
Treasurer: David Oberholtzer, 167 Lynnbrook Cres., Waterloo, Ont. N2L 4X2; (519) 886-0486
Board Secretary and International Liason: Harry Sutherland, Box 100, First Canadian Place, Toronto, Ont. M5X 1B2
Executive Director: Denis Hamel, 1505-15 Maitland Place, Toronto, Ont. M4Y 2X3

DIRECTORS - LES DIRECTEURS

William J. Bailey, Richmond,B.C.
Francois Brisse, Beaconsfield, P.Q.
Mrs. S.A. (Beverlie) Clark, Winnipeg, Man.
Denis Hamel, Toronto, Ont.
Jean-Claude Lafleur, St-Augustin, P.Q.
Michael Madesker, Downsview, Ont.
J. J. Macdonald, Antigonish, N.S.
J. Graham McCleave, Fredericton, N.B.
Alan G. McKanna, Alliston, Ont.
Michael Millar, Barrie, Ont.
Ralph D. Mitchener, Ottawa, Ont.
Wm. G. Robinson, Vancouver, B.C.
Keith Spencer, Edmonton, Alta.
Harry Sutherland, Toronto, Ont.
Charles J.G. Verge, Ottawa, Ont.
J. Donald Wilson, St. John's, Nfld.

DEPARTMENTS and COMMITTEES - SERVICES et COMITÉS

National Office, Mrs. Donna Pena, Administrator: Box 929, Sta. Q, Toronto, Ont. M4T 2P1
Complaints Committee: J. Donald Wilson, 11 Elm Place, St. John's, Nfld. A1B 2S4
Slide Program: Kimmo Salonen, Box 421, Port Carling, Ont. P0B 1J0
Sales Circuit Manager: Molly Krajewski, Box 10, Ajax, Ont. L1S 3C3; (905) 683-0240
Anti-Theft Committee: Michael Millar, 292 Shanty Bay Rd., Barrie, Ont. L4M 1E6; (705) 726-5019
en francais: Denis Hamel, 2109-15 Maitland Place, Toronto, Ont. M4Y 2X3
Insurance Plan: Robyn Dworetzky, Hugh Wood Canada Ltd., 2040 Yonge St., Suite 300, Toronto, Ont. M4S 1Z9
Historian and Library Affairs: Ralph D. Mitchener, 1253 Sherman Dr., Ottawa, Ont. K2C 2M7
Canada Post Liason: Charles J.G. Verge, Box 2788, Stn. D, Ottawa, Ont. K1P 5W8
Denis Hamel, 1505-15 Maitland Place, Toronto, Ont. M4Y 2X3
James E. Kraemer, 17 Commanche Dr., Nepean, Ont. K2E 6E8
Finance Committee: Alan McKanna, GMB 261, R R 2, Alliston, Ont. L0M 1A0
Judging Program: Charles J.G. Verge, Box 2788, Stn. D, Ottawa, Ont. K1P 5W8; (613) 738-0877
Youth Education: Father J.C. Lafleur, 4900 rue St-Felix, St-Augustine, QC G3A 1X3
Medals and Awards: George E. MacManus, 12 Aurora Cres., Nepean, Ont. K2G 0Z7
Membership Affairs and Public Relations: George W. Vandenberg, Box 338, Ajax, Ont. L1S 3C5
Conventions and Exhibitions: Keith Spencer, 5005 Whitemud Rd., Edmonton, Alta. T6H 5L2
Canadian Philatelist:
Editor and Advertising Manager: Steve Thorning, Box 121, Elora, ON N0B 1S0; (519) 846-9954
Advertising Billing: Michael Millar, 292 Shanty Bay Rd., Barrie, Ont. L4M 1E6; (705) 726-5019

From the Editor's Desk

by Steve Thorning

HOW LONG SHOULD AN ARTICLE BE?

New writers frequently ask questions about the length of their article: does it meet our requirements for length, is it too long, or is it too short? There is no ideal length. An article should be long enough to cover its subject thoroughly. Whether this takes three or four pages, or thirty or forty, depends on the scope and complexity of the subject matter.

In previous columns I have stated that I dislike splitting articles over more than one issue. Sometimes, though, serialization is unavoidable. For example, Ray Ireson's article on Colombian airmail approached forty pages in length. It would not fit into a single issue, so I divided it in two at a logical point. Even so, the individual parts are longer than most of my editorial predecessors would have included in a single issue. Continuity is as important as variety in a journal such as this. With a bimonthly publication schedule, readers have difficulty remembering all the details of a previous segment. If an article is divided into too many parts, its narrative value can be destroyed.

Michael Madesker's series on Venice postal history shows another way an article can be divided. This subject can be broken up more or less neatly into centuries. His article is intended to introduce material that most readers have never seen before, and Mr. Madesker is able to give an overview of the subject in bites of a half dozen pages or so.

On the other hand, Trelle Morrow's article on the 1935 airmail stamp is much more limited in scope. Here the stamp, its design, usages, and significance, are covered neatly in six pages, including illustrations of covers.

Readers should not neglect the fact that our regular columnists offer important research material that other journals might run as feature articles. There are two in this issue: Hans Reiche's accounting of the remaindered stamps of Hamburg, and Don LeBlanc's listing of precancel plate blocks. The latter will have enduring value. I therefore laid it out so that page turning by users is minimized, and so that collectors of this material can photocopy these pages to use as a checklist.

Those who prefer to enjoy their philatelic reading in shorter articles will enjoy our March-April issue. It will contain a full half-dozen articles, on a wide range of subject matter.

Philatelic articles are as varied as collections and collecting interests. All of us can enjoy a collection put together by someone else, even though we do not collect that area ourselves. The articles in this journal are written by collectors who have spent much time and effort in assembling and researching their material. We publish these articles so their achievements can inform, inspire, and entertain others.

What other hobby can offer the infinite richness of philately?

ARE YOU GOING TO CAPEX?

Canada hosts an international exhibition only once per decade or so. The next one is creeping up fast. There are only two more issues of this journal before CAPEX 96 opens in Toronto on June 8. For those outside southern Ontario, attending the show will require some planning and expense. Nevertheless, an international show is something that all collectors should experience at least once. I know several from the west who are planning their 1996 vacations around the show. Why not join them? We have been running CAPEX information in recent issues (see p. 11). More will appear next time. •

WANTED
Canadian Covers pre 1970
Stationery
Have Same For Sale
R.F. NARBONNE
Tel. 1-613-257-5453
- Since 1962 -
GREENWOOD STAMP CO.
216 Mailey Drive
Carleton Place, ON
K7C 3X9

URGENT

CANADA HOLOGRAM PANES

INFORMATION WANTED

SEND PHOTOCOPIES OF ANY PANES WITH MISSING HOLOGRAMS OR OTHER VARIETIES. IF FOR SALE WILL BUY AT $2,000.00 AND UP FOR MISSING. VERY VALUABLE INFORMATION GIVEN TO ALL SENDING IN PHOTOCOPIES.

KASIMIR BILESKI

In Canada:
K. BILESKI LTD.
RPO REDWOOD CENTRE
WINNIPEG, MB
CANADA R2W 3R4

In U.S.A.:
K. BILESKI LTD.
P.O. BOX 500
PEMBINA, ND 58271
USA

Letters to the Editor

KRAEMER'S "GREAT BEAR LAKE"

Sir,

Mr. James Kraemer's article on the Great Bear Lake/Cameron Bay/Port Radium Post Office (Sept.-Oct. 1995) caught my attention with considerable interest. Some years ago I bought a number of First Flight Cocers with similar cachets and have been wondering ever since whether they were fakes, as no one seemed to talk about them. On a couple of occasions batches were for sale at low prices.

To me these covers are of considerable historical interest, since they are tangible artifacts of the pioneers of air travel. As a pilot, I appreciate the territory of rock and swamp the pilots flew over, with the slenderest of maps (if any), no radio, and no radio-aids.

I have the covers bearing the cachets shown by Mr. Kraemer on p. 357 of his article—and the December 1932 dates conform to his narrative. These must have been the last of the "goldfields" services reduced by government cutbacks (so what's new?) until shortly before WWII.

Having worked with maps most of my life, I plotted some of the places on my First Flight Covers to understand their relationships. Even today, flying over some of these "legs" would be considered hazardous. Prince Albert seems to have been a "hub" (to use modern airline terminology) and airmail routes radiated from there like spokes on a wheel—all in the early 1930s.

Eric Grove
Hamilton, Ontario

SPECIAL OFFERS

Our special offers and regular net price lists feature better quality sets and singles from:

CANADA AND PROVINCES
BRITISH COMMONWEALTH
WESTERN EUROPE

Write For Your Free Copy!

COLLECTIONS PURCHASED - *We are regular buyers of stamp collections, dealer stocks, and estates. Contact us if you have material for sale.*

STAMP AUCTIONS. *Regular public and mail bid auctions. A catalogue is free on request.*

CSDA

JOHN SHEFFIELD PHILATELIST LTD.
Post Office Box 81R
Lambeth, Ontario, Canada
N0L 1S0
Telephone (519) 681-3420 Fax (519) 668-6872

SOLIDARITY UNDERGROUND

Sir,

The article on the Solidarity underground mail ("Solidarnosc: The Polish Underground Post, 1982-1990" by Boleslaw Czernewcan, Nov.-Dec. 1993) is good, however it is just the tip of an iceberg. There were thousands and thousands of labels issued by various local underground districts in Poland. Attached hereto is a copy of one of these labels on a genuine cover addressed to Chicago (illustrated at left, second stamp from right). I managed to get it from the sender in Poland, who had originally mailed it to his brother in Chicago. It is quite interesting, especially now that communism is such a joke in Poland.



Edward T. Superson
Panama City, Florida

Robert A. Lee Philatelist
Ltd.

presents

CANADA and B.N.A. AUCTIONS

OUR AUCTIONS REGULARLY CONTAIN SOME 2000 LOTS

INCLUDING THE FOLLOWING CATEGORIES:

ADMIRAL ISSUE
ADVERTISING COVERS
AIRMAIL & FLIGHT COVERS
AIRMAIL STAMPS
ALBERTA POSTAL HISTORY
BOOKLETS & BOOKLET PANES
BRITISH COLUMBIA POSTAL HISTORY
CENTENNIAL (1967) ISSUE
CINDERELLA MATERIAL
DEAD LETTER OFFICE
DISASTER COVERS
DUPLEX CANCELLATIONS
EDWARD VII ISSUE
EXHIBITION & FAIR COVERS
FANCY, NUMERAL & SPECIALTY CANCELLATIONS
1859 FIRST CENTS ISSUE
FIRST DAY COVERS
FLAG CANCELLATIONS
FOREIGN COVERS
FORGERIES
INTERNATIONAL MACHINE CANCELLATIONS
JUBILEE ISSUE
LARGE QUEEN ISSUE
LEGISLATIVE MARKINGS
LITERATURE
MANITOBA POSTAL HISTORY
MAP (1898) ISSUE
MAPLE LEAF ISSUE
MILITARY POSTAL HISTORY
MOON, MOTO & POCON CANCELLATIONS
NASCOPIE POSTAL HISTORY
NEW BRUNSWICK POSTAL HISTORY
NEW BRUNSWICK STAMPS
NEWFOUNDLAND POSTAL HISTORY
NEWFOUNDLAND STAMPS
N.W.T. POSTAL HISTORY
NOVA SCOTIA POSTAL HISTORY
NUMERAL ISSUE
OFFICIAL STAMPS
OFFICIALLY SEALED STAMPS
O.H.M.S. PERFINS
ONTARIO POSTAL HISTORY
PATRIOTIC COVERS & POSTCARDS
PENCE ISSUES
PERFINS (PRIVATE)
PLATE BLOCKS
POSTAGE DUE ISSUES
POSTAL HISTORY COLLECTIONS & LARGE LOTS
POSTAL STATIONERY
PRECANCELS
P.E.I. POSTAL HISTORY
PROOFS
QUEBEC POSTAL HISTORY
QUEBEC TERCENTENARY
RAILROAD POST OFFICES
RATE COVERS
REGISTERED COVERS
REGISTRATION STAMPS
REVENUES
ROYAL TRAINS COVERS
SASKATCHEWAN POSTAL HISTORY
SEMI-OFFICIAL AIRMAILS
SHIP CANCELLATIONS, MARKINGS & VIEWCARDS
SLOGAN CANCELLATIONS
SMALL QUEEN ISSUE
SPECIAL DELIVERY STAMPS
SPECIMEN OVERPRINTS
SQUARED CIRCLES
STAMP COLLECTIONS & LARGE LOTS
STAMPLESS COVERS
VARIETIES
VIEWCARDS
WAR TAX STAMPS
YUKON POSTAL HISTORY

CALL OR WRITE TODAY TO RESERVE YOUR CATALOGUE

Robert A. Lee PHILATELIST LTD.

members A.P.S., B.N.A.P.S., C.S.D.A., R.P.S.C., P.T.S.

#203 - 1139 Sutherland Avenue, Kelowna, B.C. V1Y 5Y2 • (604) 861-1106

Philatelic News in Brief...

ROBERT H. PRATT, FRPSC (1908-1995)

Word has been received that Robert H. Pratt of Milwaukee, Wisconsin passed away on October 19, 1995.



Mr. Pratt was elected a Fellow of the Royal Philatelic Society of Canada in 1978. He was also a Fellow of the Royal Philatelic Society, London (1964) and of the BNAPS Order of the Beaver (1979). Among his many awards was the Alfred L. Lichtenstein Memorial Medal (1984).

Robert Pratt began collecting stamps at the age of seven. As an adult collector he specialized in the issues of Newfoundland, and went to assemble superb collections of St. Pierre and Miquelon, Perkins Bacon trade samples, and revenue stamps, essays and proofs of Newfoundland. These he exhibited internationally, garnering many vermeil, gold, and large gold medals. Colour slides of his proofs and postal history reside at Canada's Postal Archives in Ottawa, where they are available for study.

The author of many articles, he is probably best known for his books, *The Nineteenth Century Postal History of Newfoundland,* and *The Pence Issues of Newfoundland, 1857-1866.* He co-authored the *BNA Essay-Proof Catalogue,* the standard work in its field.

Robert Pratt was the only American to be a member of Canada's National Postal Museum Advisory Committee, serving from 1974 to 1982. He held senior positions with the British North America Philatelic Society, and as an officer with other specialized societies.

Born in Milwaukee, Robert Pratt graduated in engineering from the University of Wisconsin, served in the armed forces from 1940 to 1946, and then owned his own design engineering and manufacturing company.

The RPSC extends condolences to his wife Dorothy, to his daughters Janet and Joanne, and to his grandchildren.

NORDDEUTSCHER LLOYD BREMEN

Maritime specialists and ship mail collectors will be delighted to learn that Vol. II of Edwin Drechsel's *Norddeutscher Lloyd Bremen* has been published, tracing the shipping line from the end of World War I to the merger with the rival Hamburg Amerika Line in 1970. It is a comprehensive work, dealing with the corporate history of the line, its ships, and the mail carried on them. In large size hardcover and with almost 700 pages, it sells for $79.95 plus $14.15 shipping and GST from Cordillera Publishing, Box 46, 8415 Granville St., Vancouver, BC V6P 4Z9.

STAYING OVERNIGHT IN TORONTO

Visitors to Toronto who are tired of hotel accommodation might wish to stay at the Terrace House Bed and Breakfast, operated by RPSC member Pierre Desautels. Located in the Casa Loma neighbourhood, the house offers three rooms, priced at $65 and $80 double, $10 less if single. The address is 52 Austin Terrace, Toronto, ON M5R 1Y6, phone (416) 535-1493, fax (416) 535-9616.

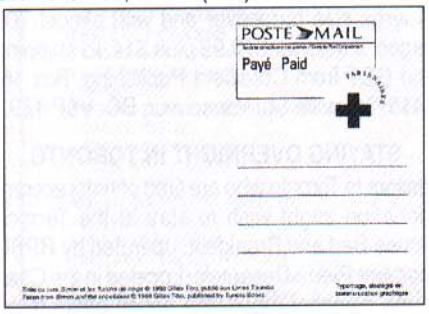
RED CROSS CHRISTMAS POSTCARDS

Canada Post outlets throughout Quebec have been selling postage paid Red Cross Christmas postcards over the holiday season. Sold in packs of five, they are valid for domestic, U.S., and international mailing. Each set offers illustrations from *Simon and the Snowflakes,* by Quebec artist Gilles Tibo.

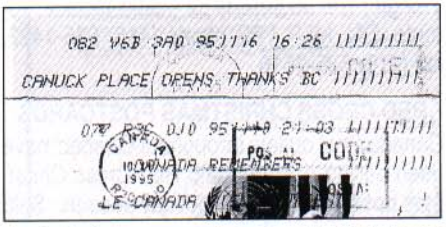


The head table at the ROYALE 95 ROYAL banquet, 28 May 1995 at l'Hôtel Plaza, Sainte-Foy, Québec: Mme. Thérèse des Rivières, William G. Robinson, Mme. Christiane Faucher, Jacques Poitras, Mrs. Megan Robinson, Mtre. Guy des Rivières, Mme. Lola Caron, Pierre Dorval.

About 7,000 sets were offered this year. The cards were on sale at Quebec postal outlets until Dec. 31. They are also available for $7.68 plus applicable taxes from the Canadian Red Cross Society, 1800 Alta Vista Drive, Ottawa, ON K1G 4J5, or call (613) 739-2013.



STILL MORE INK JET SLOGANS



Illustrated above are two more ink jet slogan cancels that have turned up on mail to the *Canadian Philatelist's* editorial offices. The upper one originated on Machine 082 at Vancouver, and reads: "CANUCK PLACE OPENS THANKS BC". The other is from Machine 077 at Winnipeg. This one reads: "CANADA REMEMBERS / LE CANADA S'EN SEUVIENT" in two lines. We are told, from sources at Canada Post, that authorization for slogans can be made at the divisional level.

NOVA SCOTIA STAMP CLUB

NOVAPEX '96

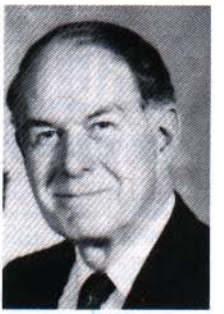
April 20 & 21
10 am to 5 pm

Senior & Junior Exhibits plus
Topicals and Postal History

Special Events April 20:
11:00 am: British Collector's Club
1:30 pm: Nova Scotia Postal History Group
Banquet 6:30 for 7:00

Masonic Community Centre
Mt. Hope Avenue
Woodside, Dartmouth
Free Admission and Parking

The President's Page / La page du président



by William G. Robinson

These notes are being written shortly after my return from Singapore, while I am still in a happy state of mind from the excellent World Stamp Show there. Please see my report elsewhere in this issue. Canada submitted ten philatelic and five literature entries. Surely we should be able to enter more than this in a major International exhibition. What are the problems? Is it too difficult to qualify for entry with a National level vermeil medal, or are the entry costs too high? We had good representation on the jury with Harry Sutherland, our Secretary, as a senior consultant; Michael Madesker, our Past President, judging Youth exhibits; and Charles Verge, our Second Vice President and Judging Program Coordinator apprenticing and qualifying as an International Judge. Congratulations, Charles.

I must also note the death of one of our literature entrants—Ritch Toop of Ottawa. Ritch was a long-time member and a Fellow. He was the National Office Manager when our records were dragged into the computer age. He was an active collector, exhibitor, and writer on Canadian military postal subjects, a former Air Force logistics officer and staffer of the National Postal Museum. His knowledge, organizing ability, and quiet humour will be missed. The sympathy of the Society is extended to his widow, Maureen, who greatly assisted in his work for the Society; and to all his family. Ritch received a well deserved International large silver medal at Singapore for his and Bill Bailey's fine work on the second edition of the *Check List of Canadian Military Postal Markings*. Farewell, Good Friend!

In conclusion, I can't stress too highly the need for all members who plan to attend CAPEX in Toronto in June to plan on setting aside some time to assist in manning (or womaning, if that is more inclusive) the Society's table at the show. We wish to have a high profile as the host Society, and I know that Michael Nowlan, who is overseeing this project, will welcome any assistance you could provide. We will be actively soliciting memberships, and will have ties, scarves, lapel pins, blazer crests, and other Society items for sale. Michael's address is 514 Gardiner Street, Oromocto, NB E2V 1G3. He will appreciate any offers of help.

We are planning an opening joint reception by the CAPEX Committee and the RPSC—with the RPSL and our sister societies of the Commonwealth being particularly welcomed—and a joint dinner with the Canadian Aerophilatelic Society later in the show. I hope we will have the opportunity to greet you all there.

This exhibition will be one of the largest ever held in Canada. It will feature material from the Klondike Gold Rush, and the introduction of machine cancellers by the Canadian Post Office in 1896. There will also be items from the Queen's collection and some of the finest Canadian and world-wide exhibits ever shown. We only have the opportunity to view such things in Canada once every nine or ten years, so come and make a philatelic holiday of it. You won't regret your decision.

PROTECT STAMP MOUNTS

- **Introducing PROTECT™ Stamp Mounts**
- **Available with Clear or Black Background**

Amazing Price Breakthrough in Stamp Mounts!

Designed for collectors who have voiced the following complaints about stamp mounts:

1.) *25 strips per size in a package is too many ...*
Now you can buy only what you want!

2.) *Mounts are too thin and mark too easily ...*
PROTECT mounts are heavier, and they do protect!

3.) *Black background of mounts vary in color ...*
PROTECT background is a solid black!

4.) *Glue lets go and mounts fall off ...*
PROTECT is not pre-glued. Our low-cost Protect Adhesive requires only a small amount to hold mounts tight!

5.) *Pages warp when you apply a wet mount ...*
PROTECT ADHESIVE used as directed does not distort the stamp page!

6.) *Top open mounts allow stamps to fall out ...*
PROTECT mounts have a built-in head stop which help keep stamps in!

7.) *Stamp mounts are priced too high ...*
PROTECT mount prices are affordable!

ALL STRIPS 215mm LONG

PACKAGE OF 25 STRIPS $3.95
SINGLE STRIP .19 EACH
TOP OPENING WITH HEAD STOP

SIZE (mm)	DESCRIPTION
24	Can./U.S. Horiz. Commem
26	Can./U.S. Reg. Commem
27.5	U.S. Famous Americans
29	Israel, Foreign
31	Can./U.S. Jumbo
33	Can./U.S./U.N.
36	Can. Jumbo Commem
39	U.N. & Jumbo

PACKAGE OF 15 STRIPS $3.95
SINGLE STRIP .30 EACH
SEALED TOP AND BOTTOM

SIZE (mm)	DESCRIPTION
41	Can./U.S. Vert. Commem
44	Can. Reg. Block of 4
48	Can. Plain Block
51	U.S. Jumbo Paintings
55	U.S. Small Plate Block

PACKAGE OF 12 STRIPS $3.95
SINGLE STRIP .38 EACH
SEALED TOP AND BOTTOM

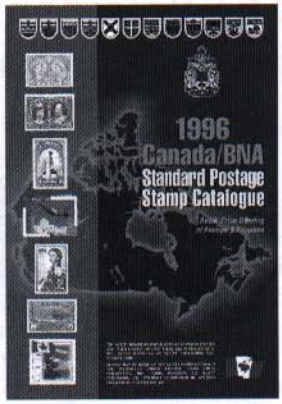
SIZE (mm)	DESCRIPTION
57	Can./U.S. Reg. Plate Block
63	Can. Horiz. Comm. Plate Block
66	Can. Jumbo Plate Block
70	U.S. Champions

PACKAGE OF 10 STRIPS $3.95
SINGLE STRIP .45 EACH
SEALED TOP AND BOTTOM

SIZE (mm)	DESCRIPTION
78	U.S. & Souvenir
84	Israel Tab Blocks
86	Israel Tab Blocks

PROTECT ADHESIVE **$2.50**
- CONTAINS NO SOLVENTS
- WATER SOLUBLE

Specially formulated super-adhesive made for our PROTECT mounts. Deposit only a dot of adhesive to the center top of the back of mount and smear both ways. Press onto page. A 1/2 oz. bottle with spout mounts 1000's of stamps!



1996 CANADA/B.N.A. STANDARD POSTAGE STAMP CATALOGUE

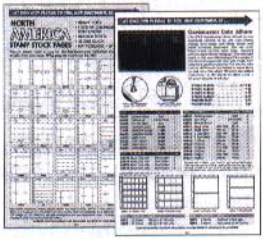
- ALL IN FULL COLOUR
- COMPLETE OFFERING OF CANADA/B.N.A. STAMPS, BLOCKS AND COVERS
- SCOTT NUMBERS ADDED TO STAMP ILLUSTRATIONS
- LAY FLAT CERLOX BINDING
- INCLUDES OVER 30 PAGES OF COLLECTORS SUPPLIES
- CWS GUARANTEE OF QUALITY, PRICES, AND SERVICE

RETAIL PRICE $ 9.95*

*($9.95 REBATE ON FIRST $50.00 RETAIL PURCHASE OF STAMPS AND/OR SUPPLIES)

AVAILABLE FROM PARTICIPATING DEALERS, OR ORDER DIRECT FROM COLLECTORS SUPPLY HOUSE

FREE CATALOGUES



STAMP OR COIN SUPPLY CATALOGUE
Listing 100's of items - just call
1-800-265-0720
Access the largest line of stamp and coin supplies in the world.

QUALITY - PRICE - GUARANTEES - SERVICE
ALL YOURS - IF YOU REACH OUT NOW!

DEALER INQUIRIES INVITED

Collector's Supply House

RETAIL DIVISION OF CANADIAN WHOLESALE SUPPLY

P.O. Box 301, Paris, Ontario, Canada N3L 3G2

CALL TOLL FREE 1-800-265-0720

24-HR ORDER TAKING SERVICE - 7 DAYS A WEEK

OR FAX YOUR ORDER TO: 1-519-442-7761

SINCE 1953*

** The Stanley family has been serving collectors since 1953 - over 40 years!*

Our guaranteed service, quality and price is a fact - not just a promise.

W.J. Stanley, President, is a member of ANA, APS, ASDA, BNAPS, CAND, CSDA, CNA, RPSC.

PLEASE TELEPHONE, FAX OR MAIL YOUR ORDER WITH THE FOLLOWING INFORMATION:
YOUR NAME, ADDRESS, CITY, PROVINCE, POSTAL CODE AND TELEPHONE NUMBER QUANTITY COLOUR/STYLE DESCRIPTION AMOUNT

HANDLING FEE IS $5.00 FOR ORDERS UNDER $25.00 - FREE FOR LARGER ORDERS

PAYMENT MUST BE VISA MASTERCARD OR CHEQUE ONLY

IF CHARGING TO YOUR CREDIT CARD PLEASE FURNISH YOUR CARD NUMBER AND EXPIRY DATE.
Please allow 4 to 6 weeks for delivery. Note that charge card orders may be faxed to us for even quicker service!

ALL PRICES QUOTED IN THIS AD ARE CANADIAN FUNDS

CAPEX 96 *UPDATE. . .*

THE ROYAL AT CAPEX

The Royal Philatelic Society of Canada will be very much in evidence at CAPEX, but it will need the support of all members, especially those who will be in Toronto attending the show. Since CAPEX 96 is an International show—the largest stamp show ever held in Canada, a number of philatelic organizations will hold meetings in Toronto. The American Philatelic Society (APS), for example, will stage its annual spring meeting at CAPEX. More than 30 meetings are scheduled, and the list reads like a "Who's who" of the philatelic community.

For this reason, the RPSC MUST be in evidence. This is our show being staged here in Canada, so we must get out and wave the banner for the RPSC. The 1996 annual convention of the Royal will be held at CAPEX, but that will not be enough.

RPSC member Michael Nowlan is organizing the ROYAL booth, and he needs a lot of help to have someone at the booth throughout CAPEX. A proposal for souvenirs and other items will be considered by the executive in November, but it is not too late to submit your ideas and your offers to help.

Write to Michael Nowlan at 514 Gardiner Street, Oromocto, NB E2V 1G3. He will soon be working on a schedule, so get your name in early for your choice of time slot.

THIS IS A SINGULAR OPPORTUNITY FOR THE RPSC TO INCREASE ITS MEMBERSHIP AND TO RAISE AN AWARENESS OF WHAT WE DO FOR THE HOBBY. LET'S NOT MISS IT!

SOCIETY AND STUDY GROUP MEETINGS

This a preliminary list of society and study group meetings. Changes and additions will be noted in future issues.

Sat., June 8:	14:00: China Stamp Society, Hong Kong Study Circle, Hong Kong Stamp Society
	14:00: Papuan Philatelic Society
Sun., June 9:	TBA: American Philatelic Society, General Membership Meeting
	9:00: United Nations Philatelists Inc.
	10:00: Nepal and Tibet Philatelic Study Circle
	10:00: Souvenir Card Collectors' Society
	10:00: American Topical Association
	11:00: Society of Australasian Specialists / Oceania
	14:00: U.S. Philatelics Classics Society Annual Meeting
	14:00: Christmas Philatelic Club
	15:00: Scouts on Stamps Society International
Mon., June 10:	14:00: Philatelic Society for Greater Southern Africa
	14:00: U.S. Philatelics Classics Society Lecture
Tues., June 11:	14:00: British Caribbean Group
Wed., June 12:	10:00: PACIFIC 97 Members Meeting
	14:00: Association Internationale des Journalistes Philateliques
	14:00: U.S. Philatelics Classics Society Lecture
Fri., June 14:	8:00: Canadian Aerophilatelic Society Annual Meeting
	9:30: American Air Mail Society Annual Meeting
	11:00: Canadian Aerophilatelic Society
	11:00: Colombian / Panama Philatelic Study Group
	14:00: Fédération Internationale des Sociétés Aerophilatéques (FISA)
	14:00: Society of Indo-China Philatelists
Sat., June 15:	9:00: Royal Philatelic Society of Canada, Fellows Meeting
	10:00: Royal Philatelic Society of Canada, Board of Directors
	10:30: Royal Philatelic Society of Canada, Annual Meeting
	12:00: Royal Philatelic Society of Canada, Luncheon
	12:00: Canadiana Study Unit
	13:00: American Air Mail Society, Conference
	14:00: International Society of Worldwide Stamp Collectors
Sun., June 16:	8:30: American Air Mail Society, Members' Annual Breakfast and Auction
	9:00: Royal Philatelic Society of Canada, Foundations
	11:00: Eire Philatelic Association

EASTERN AUCTIONS LTD.

THE FIRST NAME IN PHILATELIC AUCTIONS. WHEN YOU BID WITH EASTERN YOU'RE GUARANTEED QUALITY VALUE & LOW PRICE. OUR STAFF WILL SEE TO IT YOU GET THE MOST FOR YOUR AUCTION $.

- over 2000 lots
- singles
- covers
- large lots
- collections
- U.S.
- Canada
- British Commonwealth
- Newfoundland





VISA and MasterCard welcomed!!

SATISFACTION GUARANTEED

Yes! Please rush me my **FREE** catalogue.

NAME: .....

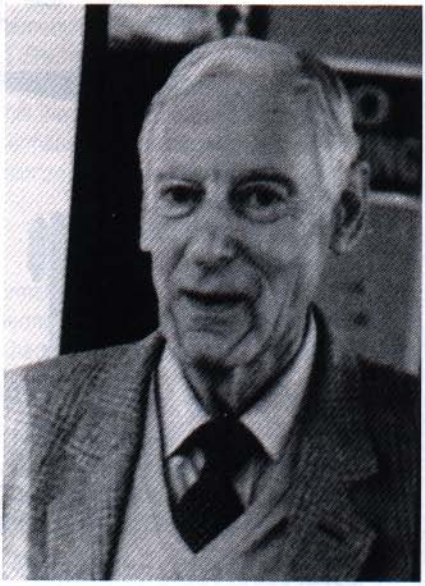
ADDRESS: .....

EASTERN AUCTIONS LTD.
P.O. Box 250 CP, Bathurst, N.B.
E2A 3Z2 Canada
(506) 548-8986

Fellows of the Society

by Beverlie A. Clark, FRPSC

Hans Reiche



Mr. Reiche, membership number 6397 and a member of our Society since the early 1950s, was one of two Fellows elected to the Fellowship in 1982.

Hans Reiche was born in Berlin, Germany in 1914, and graduated in electrical engineering from Berlin Technical University in 1936. In 1939 he escaped from Nazi Germany to England where he was detained in a "friendly alien" camp, and from there was sent to Canada in 1940. In 1942 he joined the Department of National Defence, holding various positions until his retirement in 1980.

Since then he has worked on a number of projects such as Reliability and Maintainability Engineering and Management Consultant on a new radar project by Transport Canada, a radar project for Hong Kong, the Northern Defence Line, and the Alberta Electronic Test Centre. He also represented Canada on the International Electrotechnical Commission, presenting papers on reliability and maintainability at annual conventions in France, England, Israel, and the Netherlands. In 1990 he was given a top secret assignment in Israel, by the United States Defence Department, to assist in the selection of sites for the installation of Patriot missiles, which successfully intercepted Scud missiles from Iraq during the Gulf War.

Mr. Reiche has authored and co-authored several books on engineering subjects, and has published many valuable papers and articles on reliability and maintainability of electronic systems.

His main philatelic collecting interests centre on Germany (Old German States, private mail stamps, and cancellations on the first issue) and Canada (Admirals, constant plate varieties, precancels, and postal stationery). His interest in these subjects does not stop with his collections. He has published at least a dozen and a half books on various Canadian stamp issues. His column, "Postmarked Ottawa," has appeared in *The Canadian Philatelist* for many years. He has also written on precancels for *BNA Topics*.

Hans Reiche is a member of many of the societies in Canada, as well as the Canadian Philatelic Society of Great Britain, and was honoured by being elected a Fellow of that society. He also holds memberships in a number of local clubs in Ottawa, and has been a Life Member of the R.A. Stamp Club of Ottawa since 1942.

From Coast-to-Coast



Look for the Beaver

This symbol is your assurance that a dealer has met the high standards of the Canadian Stamp Dealer's Association. Look for the dealer displaying the Beaver! Whether buying or selling, this is the person you should be dealing with. We are the Association to which they belong.

CANADIAN STAMP DEALER'S ASSOCIATION

P.O. Box 1123R, Adelaide St. P.O., Toronto, Ontario, Canada M5C 2K5

1996 Stamp Show Schedule

Toronto:

April 19, 20, 21
Queen Elizabeth Building
Exhibition Place

November 15, 16, 17
Queen Elizabeth Building
Exhibition Place

Montreal:

March 29, 30, 31
Place Bonaventure

November 29, 30, Dec. 1
Place Bonaventure

Toronto	SHOW HOURS	Montreal
Friday 10 a.m. to 7 p.m.		Friday 11 a.m. to 8 p.m.
Saturday 10 a.m. - 6 p.m.		Saturday 10 a.m. - 6 p.m.
Saturday 10 a.m. - 6 p.m.		Sunday 10 a.m.-5 p.m.

ADMISSION TO ALL CSDA SHOWS IS FREE!

For further information contact the CSDA at the address above.



Postmarked OTTAWA

by Hans Reiche

EUROPEAN STAMP SHOWS

Recently a friend gave me a verbal report about his visits to three major stamp shows in Europe. One was in Sindelfingen near Stuttgart, one in Cologne, and one in London.

At all shows attendance was enormous. No tables at the dealers had any chairs available, and crowds of ten to twenty surrounded some individual dealers: standing room only, with two and sometimes three collectors looking at the same box, one in front, one in the back and one looking in the middle of the box for some desired items.

In Sindelfingen over 180 dealers were present, mainly with German material. Many had signs indicating they were buying, not selling. It did not make any difference if you wanted only German inflation rossets breaks or stamps cancelled in Buxdehude, one could get everything.

Dealers arrived in huge transport vans, and lineups were everywhere. To find anything to eat during the shows, just forget it. For a cup of coffee: 45 minutes waiting in line. Selling material was no problem and cash was offered readily by all dealers.

Many of the same dealers also turned out in Cologne and London. The crowds were largely middle age in jeans. Exhibition frames by the thousand were on display, too many to see in four days. Prices for any German material, except the classics, ran about 60% of Michel, and for normal fine classic material, about 80% of Michel.

The craze for mint unhinged has diminished, finally. Postal history of Germany has not yet taken on the same importance as here in Canada. Many of the collections on display contained no covers, just stamps.

Even modern Germany was strongly traded. Germany has about 85,000,000 people, and normally issues 30,000,000 stamps of each commemorative issue. Canada, with less than a third of Germany's population, usually issues 15,000,000 copies of a commemorative issue. With the significantly lower number per capita in Germany, it is no wonder that even the modern German stamps are being snapped up fast.

THE HAMBURG REMAINDERS

By coincidence, I came across some information that may be of interest to collectors of German stamps. In 1896 Hugo Kroetsch published some information that was to indicate the number of Hamburg stamps that remained, and which were sold to a dealer. Unfortunately, this information was based on completely erroneous notes that must have been used by Kroetsch. The actual quantities of remaindered Hamburg is interesting as this reflects the scarcity of the mint stamps.

It took another 34 years before more accurate information became available which indicated what remained of certain values. Major A.D. Paul Ohrt, a well known philatelist in Dusseldorf, found in the protocol of the postal deputies from Lubeck some references that provide a fairly accurate evaluation of the quantities of remainders from Lubeck.

The remainders from Lubeck and Hamburg were sold for 1,000 marks to Julius Goldner of Hamburg on 7 June 1868.

The rate between Lubeck and Hamburg was lowered from 2 shillings to 1 1/2 shillings on 1 October 1865. On 5 October 1865 Lubeck postal authorities ordered 1 1/2 shilling stamps from the Prussian government printing bureau. These arrived on 23 and 30 November 1865; 2,000 sheets of 100 stamps. Sales of the stamp at Lubeck from 1 December 1865 until the end of 1867, 760 days in total, amounted to 103,000 stamps.

On 16 January 1866 Hamburg ordered its own 1 1/2 shilling stamps for use on mail to Lubeck.

The order of 2,000 sheets of 100 arrived on 29 March 1866. The stamp was sold from 4 April 1866 until the end of 1867, or a total of 635 days. The mail traffic between Hamburg and Lubeck between 1864 to 1866 indicates that 17% to 20% more mail went from Hamburg to Lubeck than the other way.

Hamburg ordered 1 1/4 shilling rouletted stamps on 1 May 1866. The first 200 sheets arrived on 25 June 1866, and a further 4,000 sheets on 5 July 1866. Of these, almost no remainders were left: mostly singles, few multiples. Only a few hundred copies remained at the end of 1867.

On 1 April 1867 Hamburg ordered 2,000 sheets of the 2 1/2 shilling stamp. These were delivered in June 1867 and were valid for only seven months. About 700 sheets were sold.

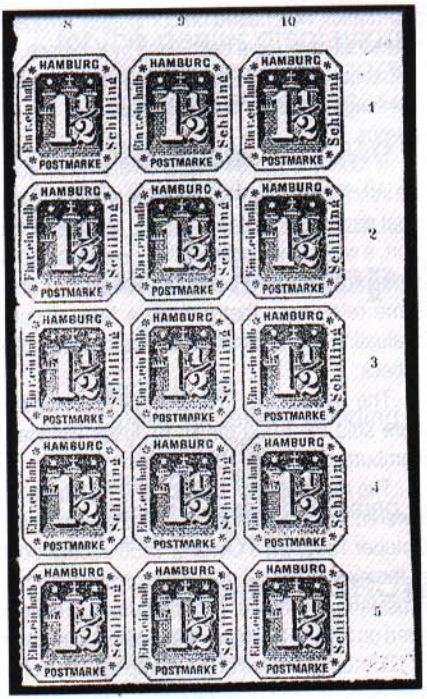
The remainders that were sold to Goldner, as far as can be determined from available information, were as follows:

Lubeck 1 1/2 shilling: 970 sheets
Hamburg 1 1/2 shilling: 860 to 970 sheets
Hamburg 1 1/4 shilling: a few hundred stamps
Hamburg 2 1/2 shilling: 1,300 sheets

Collectors have been confused by the large number of what appeared to be remainders on the market. In fact, these large quantities were produced by two persons who made galvano plates from which they printed full sheets of some of these stamps. Mr. A. Bestelmeyer of Hamburg and Mr. J.B. Moens of Brussels produced many so-called Neudrucke copies of these stamps. All of these are actually Nachdrucke or outright fakes.

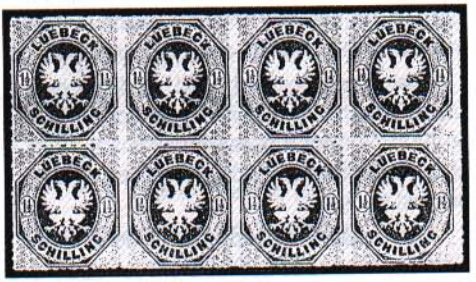
References:

Neudrucke und Ihre Kennzeichen (1907) by P. Ohrt.
Sammler Woche 1931, Beispiele zur Ermittlung bisher Unbekannter Restbestbande by A.D. Paul Ohrt.
F. Billig Handbook No. 11.
Altdeutschland. H. Grobe, 1975.









Examples of the Hamburg and Lubeck remainders in multiples.



The Judging and Exhibiting Column
La rubrique du juge et de 'exposant

by/par Charles J.G. Verge

JUDGING COMMITTEE REPORT TO NOVEMBER 1995:

Judging Panels at National Shows, 1996:
No panels have yet been approved for the two national level shows scheduled for 1996—the Edmonton Spring National and ORAPEX 96.

Projects and Proposals under study by the Judging Committee:
- Revamping the Judging Seminars.
- Redefining he philosophical understanding of the different levels of shows: Regional, National, International.
- Defining the concept of judges' education and certification.
- Establishing the principles of judging at different levels: Local/Regional and National.
- Establishing and maintaining proper records for Vermeil and Gold level national exhibits.
- Establishing principles for youth exhibits as part of Local/Regional exhibitions.
- Establishing principles for MOPHILA exhibits as part of Local/Regional and National shows.
- Establishing principles for One Frame exhibits as part of Local/Regional and National shows.

RAPPORT DU COMITÉ DES JUGES — NOVEMBRE 1995:

Jurys pour les expositions nationales en 1996:
Aucun jury n'a encore été approuvé pour les deux expositions nationales cédulées en 1996—Edmonton Spring National et ORAPEX '96.

Projets et propositions sous revue par le Comité des juges:
- Mise-a-jour séminaires de formation des juges.
- L'établissement des critères de différence entre les expositions locale, régionale et nationale.
- Définir les concepts de formation et de certification des juges.
- Établir les principes de jugement au niveau local, régional et national.
- Établir et garder à jour des bases de données sur les gagnants de médailles de Vermeil et d'Or aux expositions nationales.
- Établir les règlements applicables aux collections jeunesse au niveau local et régional.
- Établir les règlements applicables aux collection MOPHILA.
- Établir les règlements applicables aux collections d'un cadre.

Changes in Judges' Accreditation: The following judges have been accredited since the last report in April 1995:

Changements dans la liste des juges accrédités: Les personnes suivantes on été accréditées depuis Avril 1995:

International:		
N-047-IL	Charles J.G. Verge, Ottawa, ON	(Traditional, Postal History, Youth) (Traditionnel, Histoire postale et jeunesse)
National:		
N-063-L	Grégoire Teyssier, Québec, QC	(additional accreditation in Literature) (Accréditation additionnelle en littérature)
N-064	John M. Powell, Edmonton, AB	
N-065	James R. Taylor, Calgary, AB	
N-066	John W.T. Taylor, Vernon, BC	
L-067	Michael O. Nowlan, Oromocto, NB	(Literature only) (Accréditation en littérature seulement)

ARE YOU ON OUR LIST?

Each month we send out a FREE "GM" (general mailing) circular to many of our customers. These circulars feature our latest arrivals in selected Canada, Provinces and British Commonwealth, as well as some foreign, Private Treaty, general special offers and new listings of philatelic literature.

If you are not on our list and would like to receive a sample copy of this bulletin, please write. We believe that you will be pleased to see the variety of material offered.

GEORGE S. WEGG LIMITED

53 Adelaide Street East, Toronto, Canada M5C 1K6

Phone: (416) 363-1596

Philatelic Commentary by Basil Stead

In our last commentary we discussed the set of stamps depicting the Canadian North. When the set was issued I rushed off, bought a booklet, and noticed each stamp doesn't really "contain" the design. The Inuk man's parka continues on the selvedge. I had a call from our local postmistress advising me that she had a new supply. The new booklets were wider and of course I bought one and now I have a seal, a flower, a white bird, and an Arctic hare. These designs are not on the original booklet. Now the question is, have I go a variety? Will those two booklets be listed in the new catalogues? Was there any reason why the first lot was issued? At this point I had not yet read Canada Post Corporation's *Canada's Stamp Details*. The publication covers this issue very well. Be sure to get on the mailing list.

The next set of stamps is a complete contrast and I'm sure some of the older philatelists must raise their hands in horror. Superman has arrived! Let's face it: the stamps are lively and put in the shade all those charity labels like Christmas seals. A couple of them were new to me. I guess I never made a point of reading *Superman*. Here again the selvedge is interesting and with the first two stamps you have a miniature of each subject and a big white and yellow "SUPER" running along the top. As an additional interest, Canada Post distributed folders for a Super Hero Search Contest for those under 16.

Canada Post Corporation's next contribution to philately might be considered low key: a photograph of Mackenzie King signing the U.N. Charter in San Francisco. The design is interesting but the colours are rather drab. This is one time when colour could have been used, in the flags behind King. Here the selvedge is a documentary of Canada's contribution to the U.N. and again the photographs could have been in colour. *Canada's Stamp Details* gives a good account of the reason for this issue. My only question is why is the selvedge necessary? One can read about it in many periodicals, newspapers, and books.

My first reaction to the new Christmas set of stamps reminds me of the old expression, you can't put a square peg in a round hole! A square capital does not fit into a gothic arch, or even part of one! We are not given the whole thing, and the stars really don't add to the theme. If the subject was centred or photographed "head on" the design would have been balanced and perhaps more pleasant. The "Christmas Noel" seems like an afterthought. To sum it up, the three stamps are rather a poor design.

The fourth Christmas stamp, or "Greet More," fortunately does not carry the theme, but is effective, yet far from original: just a nice simple design. There is little one can say about it; the message is there.

Canada Post Corporation's next addition to our Canadian collection is what might be called a horse of a different colour. Why it was issued is a question, particularly at this time when the Quebec Separatists are so relentless and want to be distinct. Are we going to start issuing stamps for various language groups, or races? As a design the stamp needs help, and the message is vague.

The last commemorative stamp for 1995 is certainly a contrast. The story is there. Some, no doubt, will question whether it should have been issued. The Holocaust is an international tragedy and *Canada's Stamp Details* again produces an interesting description of the stamp.

We can't leave 1995 without noting Canada Post Corporation made an error and corrected it as well. Page 14 of the Nov.-Dec. issue of *Canada's Stamp Details* tells you all about this, and the explanation has some rather amusing aspects. Another stamp for 1995!

Don's Corner

Comments on Canadian Plate Blocks
by Donald J. LeBlanc

PRECANCEL PLATE BLOCKS

One advantage of collecting plate blocks is the opportunity to plunge into other phases of philately. Even though I have concentrated on a basic plate block collection, I often come across perforated plate blocks and precancel plate blocks in dealer stocks or auctions.

I always try to acquire the precancel corner blocks whenever I can since they are reasonably priced and add a new dimension to any plate block collection. They are not collected by most precancel collectors since the plate numbers do not have any meaning to him or her. However, the more serious precancel collector accumulates them to add depth to their respective collection.

Over the years, I have accumulated over 260 precancel plate blocks but I was never able to find a listing in the older precancel catalogues. I continued collecting them but with no list available it was difficult to determine how many different plate numbers existed.

Finally, a list was prepared by the Precancel Committee in 1988 and inserted in the *Canada Precancel Handbook*, a very comprehensive study on precancels and a must reading for every precancel collector. Chapter 5 of the *Handbook* gives us a total of 739 plate numbers of which 196 are identified by the corner position. This works out to 26.5% that are identified by the corner position. The list is based on information furnished by collectors, auction catalogues and post office records. No update has been prepared since that time and none is planned in the near future.

At the last annual meeting of the Royal held in Quebec City, I had the opportunity to meet Mr. Hans Reiche, one of the authors of the *Handbook*. Naturally, we discussed precancels and he suggested that I include a revised list in one of my articles. He even sent to me within a week of the meeting, his new discoveries that were not in the original list. I also wrote to Mr. H. G. Walburn of Kelowna, B.C. for his comments and authorization. With his blessings and with all the information he had supplied to me over the years on plate blocks, I prepared the revised list at the end of this article.

Using the original list as contained in the *Handbook* I have added many new numbers from either my own collection, auction catalogues, Mr. Reiche's list and Mr. Walburn's additions. The revised list now contains 917 plate numbers of which 443 are identified by their corner position. What is significant is that 48.4% of the plate numbers are confirmed by their corner position. This increase in percentage is a major improvement over the previous list, but is still a long way from a complete list.

This revised list will be useful to plate block collectors as well as precancel collectors. I have already mentioned in previous articles that no records were kept as to where the different panes were sent to across Canada. With precancel plate blocks, one can easily confirm the destination of certain sheets or panes across Canada. This helps explain the rarity factor of certain plate corners if some panes were sent only to small towns.

As with any list, by the time you read this article, it is already incomplete. I am certain that most precancel collectors may have a corner block or a strip of two stamps that can help us determine the exact plate position. Any new information can be sent to the undersigned which will help us identify the remaining 53.6% of plate numbers not already identified by its corner position. Any information accompanied by a photocopy would be appreciated.

Until the next time, good hunting everyone!

Note: Mr. LeBlanc welcomes queries and comments from readers on all matters relating to Canadian Plate Blocks. His address is 163 Gtand Allée, Caraquet, NB E1W 1A5.

PRECANCEL PLATE BLOCK LISTING

[Note: Catalogue numbers are from the *Standard Canadian Precancel Catalogue*. Positions: UL= upper left; UR=upper right, LL=lower left; LR=lower right. Positions for some blocks are not known.]

S.C.P.C. No.	*Plate Nos. and Position*
I-35i	1R
T-89	51UR, 51UL, 51LL, 48, 52
T-90	71UR, 72LR
V-119	4
V-149	3UR
V-284	2
W-163i	1, 2
W-217	1
X-218	1
X-231	I, 2LR, 3UL, 3LR, 4UL
X-233	15LR
X-249	5LR, 12UR, 13LL, 13LR, 14UR, 15UR, 18UR, 22UR, 23UL, 24LL, 25LL, 30UL, 30LR, 31UL, 31LR
X-250	I, 2, 3LR, 5, 6
X-252	25, 33LL
X-284	I, 8UL, 8UR, 8LL, 8LR
X-285	1LL, 3
X-286	11, 13
X-305	3UL, 3UR, 3LL, 3LR, 4UR, 4LL, 4LR, 7UL, 7LL, 7LR
X-325	3UL, 4UL
X-326	3UL, 3UR, 3LL, 3LR, 4UR, 4LL, 4LR
X-328	5, 6UR
X-337	4UL, 5UL, 5LL, 6LR, 7UR, 7LR, 8LL
X-338	1UR, 1LL, 1LR, 2UL, 2UR, 2LL, 2LR, 3UL, 6UR, 4UL, 4UR, 4LL, 4LR, 5UL, 5UR, 5LL, 5LR, 7UL, 7UR, 7LL, 7LR, 8UL, 8UR, 8LL, 8LR, 9UL, 9UR, 9LL, 9LR
X-339	1UL, 1UR, 1LL, 1LR, 2UL, 2LL, 2LR
X-341	3UL
Y-712	1UL, 1LL, 2UL, 2LL
Y-787	1UL, 1UR, 1LL, 1LR

Beamsville (2186)

1-165a)	7
2-231	I, 3

Brandon (5099)

4-217	1
4-231	1, 2, 3LL, 6UR
4-249	10UR, 9UL

Brantford (2310)

1-163i	2
3-195-D	2, 5
4-231	1
4-249	5UR, 5LL, 30UR

Brockville (2342)

3-163i	1UR, 2
3-195	6UL
4-217	3
4-231	1UL, 1LL, 2LR

Calgary (8160)

1-105	186
1-150	2
1-162	2
1-163i	1, 2
1-165a	6UL
1-195	3
3-195-I	4
3-217	3LL
4-217	3UL, 2UL,
4-218	2, 3
4-231	3UR, 9
4-232	3, 13
4-233	3UL, 10UL
4-249	9UL, 9LR, 12, 24LR, 25
4-250	5
4-252	7LR, 10UL, 10LR
4-254	5UL, 6, 21
4-284	1UL, 2UL, 2UR, 2LR, 4UL, 4UR, 4LR
4-285	1UL, 1UR, 1LL, 1LR, 2UL, 2UR, 2LL, 2LR
4-305	3UL, 3LL, 4UL, 4LL, 4LR

Carleton Place (2450)

1-196	2, 3LL

Cobourg (2575)

1-195	5LR
1-217	2UL, 3
1-218	2UL
2-231	1
2-232	2, 3
2-233	2, 3, 4

Edmonton (8360)

1-105	187, 188, 197
1-107	201, 202, 203, 205, 206, 207
1-116	116
1-163i	I, 2
1-163	5, 6
3-107	170
3-162	2
3-163	5, 6, 7, 8
3-195	3
4-195	5UR, 6UR

4-217	1LL, 2
5-217	2
5-231	1, 2UL, 3
5-249	3UL, 3LL, 10, 14LL, 15, 25LR
5-284	1LR
5-285	2
5-305	3, 7UL

Fredericton

1-105	192, 193, 221, 191U
1-107	221, 222UR, 223U
1-195	1

Galt (2980)

1-163-I	5UR, 6

Guelph (3080)

1-163D	1LR
1-195	5
2-217	1UR
2-249	5UL, 11UR, 12UL

Halifax (X275)

1-111	5
2-196	2
4-218	3
4-231	1
4-249	9LL, 15LL
4-250	6LR
4-284	2

Hamilton (3100)

1-119	9
1-120a	2UR, 3
1-120	4
4-119	9
4-120a	2, 3
4-120	4
4-163i	1UR, 2
5-163I	2UR, 5, 6LL, 6LR, 7LR
5-165a	4LR
5-166a	8, 9UR
5-195	3, 5LR, 6LR
6-217	3
6-231	9
7-217	2, 3
7-218	2LR
7-231	1LL, 3
7-232	3LR, 14UL, 2UL
7-233	4
7-249	6LL, 7UL, 9UL, 10UL
7-250	5, 6UL
7-252	6, 10, 16
7-284	1
7-285	1LL, 2LL

Kingston (3340)

2-196	1UL, 2
2-217	2LL
3-217	2
3-219	2
3-231	4, 7, 8UR
3-232	4, 8
3-233	8, 11UR
3-249	10
3-250	5
3-252	14UL, 14UR

Kitchener (3366)

1-105	186UR, 182UL
1-106-ID	155
1-119	9
1-105	187, 196
1-112	16
1-118	25
1-163-D	5LR
1-195	3LL
1-195-D	5, 6
2-231	4
2-232	3
2-249	11UR, 12UR
2-250	5UR, 6UR
2-284	1LR, 2LR

Lennoxville (0592)

1-217	3LR
1-218	3
1-231	2LR, 4LR
1-232	
1-249	7

Lethbridge (8605)

2-217	2, 3
2-231	1UL

Lindsay (3445)

1-120a	2
1-120	4
2-217	2, 1L

London (3470)

1-120a	2
1-163i-I	2
1-195	3, 4UL
3-105	192UL, 193UL
3-149	1U, 2U, 3UR
3-163	5, 8
3-166b	9
4-195	3, 4
4-197	9, 10
4-217	2LR
4-218	2
4-219	2LL
5-231	1UR, 3
5-232	5, 13
5-233	6

5-231-I	1UR, 5
5-231-I	13
5-249	7, 13LL, 14UR, 30, 31
5-250	5, 6,
5-286	1
5-305	7

Moncton (X809)

1-119	9
2-119	9
3-119	9
5-231	4LR, 2

Montréal (0700)

2-89-I	28
2-91-I	4L
4-91	4L
4-119-D	2
4-120a	2, 3
4-120	4
4-164	4
6-120a	2, 3
6-120	4
7-120a	2
7-141	4, 5UR, 6UR
7-162	2UL
7-165-D	7
8-163i-I	1, 2
8-163i	1LL, 1LR
8-163-I	5UL, 6UL
8-166-I	8LR, 7
8-166b	5, 6
8-165	1, 2, 3, 4, 5
8-195	1, 2, 3, 4, 5, 6
8-196	1, 2, 3LL
8-196-D	2LL, 3
8-197	5, 6, 9, 10
8-217	2LR, 1, 3
9-250	2
10-217	1, 2, 3
10-218	2, 3
10-219	1, 2, 3, 5, 8
10-231	2, 3
10-232	1, 2, 3, 5
10-233	1, 2, 3
10-249	24UR
10-251	7UL
10-284	2LR, 6
10-285	1, 2, 6
10-305	3LR, 7LR
10-328	1UL, 2UL
10-329	1LR

Moose Jaw (7120)

3-217	3
3-231	3LL, 4, 6, 9
3-249	11LL, 15LL, 19
3-232	2
3-250	5, 6
3-284	1

New-Westminster (9500)

2-231	3LL

Niagara Falls (3800)

3-119	9
3-120a	2, 3
3-120	4
3-162	1
4-196	2
4-231	2
5-249	4, 9, 10UR, 10LL
5-284	1

North Battleford

1-105	175
1-120a	3
1-120	4
3-120a	3

Oshawa (3893)

1-119	9
1-120a	2
1-120	4
2-217	3U
3-217	2
3-231	2, 3, 5, 9
3-232	2
3-249	3
3-250	5UR, 6UR
3-251	7

Ottawa (3900)

1-104	125
3-119	2, 7
3-120a	1, 2, 3
3-120	4UR
3-149	2
3-195	1, 2
4-195	5, 6
5-249	14UL, 15, 21
5-284	2LR
5-285	2
5-305	3UR, 3LL, 7UR, 7LL
6-217	1, 2
6-231	3, 6LR
6-232	2
6-249	22, 30

Owen Sound (3975)

1-195	3
2-217	3LR, 2
2-231	1UR

Paris (4004)

1-195	5, 6

Peterborough (4035)

2-196	2
3-217	3U
3-232	3
3-250	5, 6UR
3-284	1

Québec (1050)

1-90	83, 84
3-163i-l	2
4-195	5
4-196	2, 3
4-231	1, 2, 3
4-232	8
4-249	5LR, 13LR, 14LR, 21LR
5-284	I, 2
5-285	2
5-328	1, 2
5-329	2UL, 1

Red Deer (8802)

1-195	6
1-217	1
2-217	1, 2

Regina (7420)

1-104	157
1-150	7, 8
1-163i	1UR, 2
2-105-D	188, 190UL
2-150	3
2-162	2
3-195	5
3-218	1
4-217	3
4-231	5, 6UL
4-232	3
4-249	9UR, 10, 12LR, 21LL, 24LR
4-250	1LL, 2UL, 5UR, 6
4-284	1LL
4-285	1

Rock Island (1142)

1-191	2UL
1-195	5UR, 6UL
1-196	2, 3
1-211	1UL, 2
1-212	1
1-217	2UL
1-218	1
2-217	2UL
2-218	1UR, 2
2-231	I, 2, 3
2-232	1, 2, 3

St. Hyacinthe (1470)

2-217	3
2-231	1UR
2-233	3LR

Saint John (X910)

3-104	160
3-195	5, 6LR
4-217	3UR
4-231	1, 2, 3UL
4-249	6, 7UR, 10

St. Thomas (4260)

1-119	9
1-120a	2
1-120	4
1-163	2UL
2-218	2
2-231	2LR, 8UR
2-249	10UL, 10LL, 11LL, 25UL
2-284	2

Sackville (X945)

1-231	5U

Saskatoon (7550)

1-105	193
1-119	9
1-120	4
1-196	3
2-217	1
3-217	1
3-218	2
3-231	5LL, I, 9UR
3-232	2, 3LL, 8LL
3-233	8, 14UR
3-249	9UR, 10UL, 10LR, 20, 23
3-250	5, 6
3-284	1UL, 1LR

Sherbrooke (1810)

1-217	1UL, 1LL, 2U
1-221	2
2-217	1UL, 2U
2-231	2

Toronto (4530)

3-89	11UR
3-104	12
3-104I	12
3-105	4
3-120a	2, 3
3-149	2
6-195-D	6
7-119	9
7-120a	2, 3
7-120	4
10-104	168UL
10-119	9
10-120a	2, 3
10-105	182

10-117	22
10-120	4UL
11-119	9
11-120a	2
11-120	4
11-163i	2UR, 1UL
12-120	4
12-149	3
13-163	5UR
13-165	7LL
13-166	8UL
13-195	2LL, 5, 6UL, 6LR
13-196	3UR
13-197	9UL, 10LR
14-217	2UL, 2LL, 3LL
15-218	2
15-231	1UL, 1UR, 1LR, 2, 3UR, 3LL, 4UR, 6UL, 7LR, 8LR
15-232	2UR, 3UR, 3UL, 8
15-233	5UR, 8UR, 6LR, 7
15-249	4LL, 4LR, 5UR, 5LL, 5LR, 9UL, 9UR, 9LR, 10UL, 10UR, 10LR, 15, 18UL, 19LR, 20LR, 21LL, 21LR, 22LL, 24UL, 24LR, 25UL, 25LR
15-250	5UL, 5LL, 5LR, 1, 3
15-251	6
15-252	17LR, 16, 27UR, 32UR, 33UR, 33LR
15-284	1UR,1UL, 2UL, 4UL, 4UR, 6UL, 6UR,
15-285	1, 2
15-286	2
15-305	3LR, 7UL, 7UR, 7LR
15-328	1LL, 2LL
15-329	1, 2

Vancouver (9780)

2-105	182
2-120a	2
2-120	4
2-162	3
2-163-I	5LR
2-166b	8
3-166b	10UR
4-195	3LR
6-217	2
6-231	5UL, 5UR, 5LL, 5LR, 6, 8LR
6-232	2, 8
6-249	10, 24UL, 25UL, 25LL
6-250	5LR
6-252	10UL, 14, 16UL
6-285	2UL

Victoria (9890)

1-89	24
1-104-I	168
1-105-I	174
1-107	185, 186
1-107-I	185
1-149-I	1, 3
3-217	3
3-231	2, 3, 5
3-249	6LR

Welland

1-195	5UR, 6

Windsor (4940)

3-163(i)	1, 2
3-195	3
4-191	3UL
4-196	2, 3L, 2L
4-217	3UL, 3LR, 2LL
5-218	2
5-231	1, 3
5-232	3, 5
5-249	24, 25LL
5-284	1, 2
5-285	2

Winnipeg (5850)

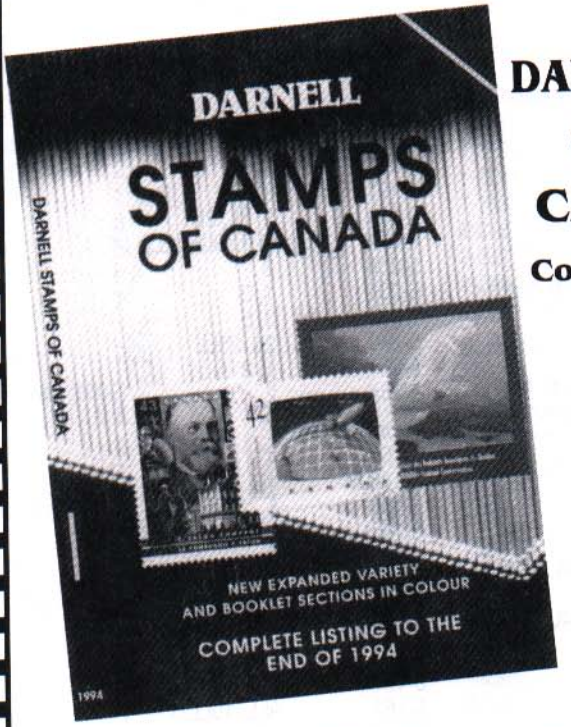
3-150	4
3-162-D	1LL
3-164	5
3-163i	2
4-119	9
6-163i	1UR
6-195	6
6-195-I	5, 6
6-196	2, 3LL
6-197	9LR
6-163	9LL, 10LL
6-163-I	10
8-218	4
8-231	2, 3, 8UR
8-232	5
8-233	4UR
8-249	6UL, 10LR, 15, 18, 20, 21, 24LL, 25, 30, 31
8-250	1, 6
8-251	5, 6UL
8-252	32, 33
8-254	6LL
8-285	3
8-305	3, 4, 7

Woodstock (4970)

3-217	2

Yorkton (7977)

2-217	2
2-231	3LL, 3LR
2-249	13UR, 14



1994 Edition

DARNELL STAMPS OF CANADA CATALOGUE

Complete in Colour

Spiral Edition

$14.95

"The new Darnell Catalogue is impressive."
Journal of the Royal Philatelic

"Darnell Catalogue is the most complete and best made catalogue on the market".
Denis Masse,
Montreal La Presse

"In my opinion Darnell Catalogue is a better catalogue."
Stephen Esrati,
Cdn. Stamp News, Toronto

"... and is superior to its competitors."
John F. Dunn,
The New York Times

"It really is an excellent catalogue."
Peter McCarthy,
Philatelic Journalist

"Merits being among the most important tools as a reference on Canadian Stamps."
Richard Gratton,
Royal Philatelic Society

ALSO AVAILABLE IN FRENCH

#1 Canada Catalogue

DARNELL INC.

B.P. 1104, Station B,
Montreal, Quebec H3C 2X9
(514) 284-8686 FAX: (514) 397-1502

MasterCard VISA

CSDA

Vignettes of Early British North American Postal History

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

XLIII. The Early Nova Scotia Transatlantic Mail Service

In an early article in this series (Vignette No. V, *Canadian Philatelist* May-June 1986), the development of the overland mail route between Quebec and Halifax was described. While this had been hoped to lead to Halifax becoming the mail B.N.A. terminal for transatlantic mail, with the Falmouth packet calling there for eight months of the year, such was not to be the case until the introduction of the Cunard steam packet service in 1840.

From the earliest days of British settlement in Nova Scotia, there was concern over interference with the fisheries, first by the French and Indians, and later by the Americans and others. In 1720, the Lords of Trade in London supported both the stationing of a small ship-of-war in Nova Scotian waters and the hiring of a small sloop by the governor to defend the coast. In 1723 the Admiralty agreed to provide a ship for patrolling the fishing grounds between Canso and Cape Sable.

Little serious attention was given to this continuing problem until the American Revolutionary War, when the coasts of Nova Scotia were threatened by privateers. As a result, the lieutenant governor of Nova Scotia purchased an armed vessel to protect the coast in 1776. This vessel and her successors were operated on patrol work in search of smuggling activities and fishing infractions.

In 1809, on the recommendations of the lieutenant governor, approval was given by London to sell the current vessel and continue the service under contract. The first contractor purchased the former Nova Scotian armed vessel and used it until the outbreak of the War of 1812, when the contract was allowed to lapse. With the Treaty of Peace ending the war in March 1815, the Nova Scotia lieutenant governor advertised for a 100-ton armed vessel to reestablish the service. In August 1815, a contract was awarded to A. Cunard & Son, who purchased a 105-ton vessel, which was named the *Earl Bathurst*. This vessel was accepted and taken into service.

In January 1817 Lord Dalhousie, the new lieutenant governor, informed London that "it is probable I may discharge this Vessel during this Summer hiring another more Commodious and more efficient." The next year, he reported the change:

> I have the honour to acquaint your Lordship that a new Vessel called the *Chebucto*, to be employed in the service of the Fisheries, an in the protection of the Trade of this Province, has been, by my directions, provided by the Contractor, in lieu of the Sloop, *Earl Bathurst:* this vessel (a Brig) armed with six Guns, and with a crew of fifteen Men, is commanded by Richard Stuart, Esquire: and, as she is, in all respects, calculated to be an efficient Cruizer against Smugglers, by whom the Revenue of the Province suffers severely, I earnestly beg that Mr Stuart may be furnished with the requisite authority to act against such Offenders.

The means by which this change was effected was subsequently reported by the contractor, Samuel Cunard:

> The Earl of Dalhousie finding the *Earl Bathurst* much too small for the Service, required me to furnish a larger Vessel and as some alteration had taken place in the price of Provisions &c and a Vessel having been employed in this Service for the last forty Years I had no doubt but it would always be continued I therefore agreed to supply such a Vessel as His Lordship wished without any additional charge and sent a Person to England expressly to purchase or build one agreeably to His Lordships order—the *Chebucto* was procured she is a Brig of the fist class and is in every respect fitted for the Service and when taken in cost me £2960....
>
> The *Earl Bathurst* not being calculated for the Merchant Service I was obliged to sell her for £375 by which I lost a very considerable sum.

The *Chebucto* appears to have been kept relatively busy on a multitude of tasks as a review of shipping intelligence, as reported in the Halifax papers of the period, shows. Of particular interest here is that each year there was a trip to New York late in January with a Mail for England, with the return to Halifax dependent on the arrival of the December mail. Since 1787, the monthly mail packets from Falmouth to New York stopped at Halifax on both outward and homeward voyages for eight months of the year. However, during the months of November, December, January and February, the mails reached New York by way of Bermuda, instead of Halifax. This practice was established when there was little commerce in Nova Scotia and the main correspondence was the official mail to the British ambassador in Washington, the various governors in British North America, and the admiralty commanding the Royal Navy's North American Station.

This latter officer moved his headquarters from Halifax to Bermuda for the winter months and the route of the mail packets was adjusted to cater to him. With both Bermuda and Nova Scotia requiring a mail service, ships of the naval squadron were made responsible for carrying the mail between the two ports—British letters southward in the summer and northward in the winter, and returning with letters for Great Britain from Bermuda during the months when the packets were stopping at Halifax on their return from New York. These winter trips were dreaded by the sailors, for the small naval vessels used were square-rigged and always suffered sever damage in the winter months from ice forming on the rigging. This had also been the argument used by the Falmouth packet captains to refuse to contemplate winter calls at Halifax, when first proposed—the reason for the eight-month schedule.

Apparently without the knowledge of any officials in London, the lieutenant governor of Nova Scotia and the admiral on the North American Station reached a private agreement that the December mail for British North America would not be taken off the mail packet at Bermuda and sent to Halifax by naval vessel as directed, but that instead the Nova Scotia government vessel, which was schooner-rigged and therefore better for winter storms, would go to New York to pick up the mail there. That this was an established practice is confirmed by the notice which appeared early in January each year in the Halifax papers. The following is typical:

> Post Office, January 10, 1820 — A Mail for England, to be forwarded by the Government brig Chebucto, Lt. Stewart, to New York, and from thence by the February Packet, to Falmouth, will be made up at this office on Monday afternoon next, at 8 o'clock. Letters for the United States will also be sent by the Chebucto.

This was to be the cause of a change in the winter route of the transatlantic mails.

In 1822, for reasons that are not obvious, an attack was launched against the hiring of the *Chebucto* for government service. Several letters to Lord Bathurst from both Halifax and London are on record which called his attention to the great expense of the contract and the small return. Two of these letters were based on the erroneous assumption that the *Chebucto* had been taken into service during the War of 1812. The gist of the argument can be seen in the following:

> In the late American War we had a large Military Establishment in this Country, which were stationed at the different Ports throughout the Province for the protection of our coasting Trade: Consequently, my Lord, a Vessel was *then* required for the purpose of conveying Stores and Ammunition to those Ports, as well as for relieving the Troops stationed there—A small Brig called the *Chebucto* was hired for that service, at Two Thousand, Four Hundred Pounds, Sterling a year.... There are no such duties for her to perform *now* as there was in time of War; therefore she is a heavy expense, and of no utility.
>
> This vessel is of little or no use at present, as the greater part of the year she is lying at her moorings, besides there is always from three to four Sloops of War constantly at anchor which could in a time of peace be employed in conveying the Mail from New York in the Autumn which is now nearly the only service this vessel is employed in during the year—The Owner boasts that the last year he placed £1930 to the credit of this vessel Bills now commanding a premium of from 13 to 15 percent. The Merchants at Halifax are not a little surprised at the continuing of the *Chebucto* at this enormous rate for if a Vessel were absolutely one could now be furnished by contract for one third the amount the *Chebucto* now costs government. The Owner has been weak enough to boast that it is by Parliamentary interest that he is enabled to keep her so employed—I am convinced it only requires to be pointed out to Your Lordship, and this useless expenditure will not long be suffered to exist—If £2400 was placed in the hands of our good & Excellent Governor Sir James Kempt to encourage the Emigrants in cultivating the Soil it would be productive of much greater advantage to the Colony & strength to the Mother Country.
>
> It was said my Lord, in the House of Commons (when proposing to put the duty on our Timber), "that our Province is of no use to the Mother Country; and that we are a burthen upon it;" but my Lord, was the *Chebucto* discharged, and reductions made here in some more useless Establishments we should not be so great a Tax on the Mother Country as we *now are*, and should still, enjoy all the advantages that her protection affords us.

Lord Bathurst put a minute on the letter of 4 April 1822: "This seems deserving of Inquiry." He followed this up with a letter to Sir James Kempt requesting that he effect an immediate reduction in costs by terminating the present contract and advertising for another vessel. Sir James Kempt replied that early that same year he had investigated the matter and had obtained from the contractor a statement of the annual expense, which had satisfied him "that their profits were not so great as [he] apprehended." Sir James Kempt added:

> the Vessel being an excellent one, particularly well found, and admirably suited for the Service, I did not think it necessary under all the circumstances of the Case to bring the subject under Your consideration. I lost not a moment however in giving Messrs Cunards notice upon receipt of Your Lordships Dispatch that their contract would cease on the 30th of September next (the earliest period on which it could be terminated), and I have received from them a Letter No. 2 which I herewith transmit stating the circumstances under which the Vessel was furnished by them to Government, and offering to continue the service

at a reduction of £400 p. annum; but I have given them no hopes that this proposal will be acceded to, and I shall therefore advertise for another Vessel as Your Lordship desires, conceiving one to be indispensable for reasons which I shall have the honor of stating to Your Lordship by the next Packet, but I shall not enter into any new Contract until I receive further Instructions from Your Lordship.

While Samuel Cunard complained to Kempt of his potential loss, because the *Chebucto* not being suitable for trade, he would not be able to recover a third of her original cost, if forced to sell her. This is what prompted him to offer to continue at the reduced contract price mentioned in the above letter. In accord with the direction from London, the following advertisement was carried in the Halifax papers during the months of August and September 1822:

Deputy Commissary General's Office
Halifax, Aug. 6, 1822

Wanted for the service of Government a fast sailing COPPERED SCHOONER fro 70 to 100 tons burthen, manned with the following complement, viz: Commander, mate, carpenter, and 12 seamen. Further particulars will be made known by application at this office, where proposals will be received until the first of October next.

Sir James Kempt reported to Lord Bathurst on his actions on this matter in a letter dated 21 October 1822. It is reproduced here for as it reflects the Cunard interest in retaining the contract, as well as how well he had been doing with the previous one.

In My Dispatch of the 28th of May last I had the honour to inform Your Lordship that in compliance with the instructions conveyed to me in Your Lordships Letter of the 10th of April I should make arrangements for terminating the Contract of the Vessel in the Service of the Superintendent of Fisheries on the 30th of September last; the Contract ceased accordingly on that day, and the Public will thus save £600 of the Parliamentary Grant of the present Year; for although a Vessel of the Kind is indispensably necessary in this Government and I advertised according for another as authorized by Your Lordship yet I await as I mentioned I would do, further instructions from Your Lordship before I enter into a new Contract.

The advertisement was for a Coppered Schooner of from 75 to 110 Tons burthen— Several tenders were given and the lowest is £1500 per annum being £900 less than the former Contract. This tender is from the same Persons who had it before, and the same vessel is now offered for the above sum; This surprised me a good deal for the Statements which they some time ago gave into me of the expense of sailing this Vessel and which I had the honour of transmitting for Your Lordships information led me to suppose that they could not possibly afford to do so at that rate upon sending for them to express my Surprise at the lowness of their present offer They assured me that they would not gain one shilling by a contract on the terms offerr'd —but as the vessel was completely fitted for the service and they had not at present the least employment for her they were exceedingly reluctant to dismantle her.

I feel persuaded My Lord that any Vessel adapted for the Service could not be got upon more reasonable terms, and under all the circumstances I should hope that Your Lordship will approve of my entering into a New Contract at the rate of £1500 Sterling a Year to terminate upon four Months Notice from either Party.

I hope to be honoured with Your Lordships instructions upon this subject at an early period as I should wish this Vessel to go as usual to the western Coast of the Province by the end of March at the latest.

It is interesting to note that an independent estimate of the probable annual cost

of the type of vessel required was £1400.

Before approving a new contract with Samuel Cunard, the Colonial Office asked the Admiralty whether a naval vessel could be employed in the service of the Superintendent of Fisheries as a matter of economy. The Admiralty replied that commissioning an additional vessel-of-war would be more expensive than chartering a ship. However, at the same time, the Admiralty asked the admiral on the North America Station whether he could provide the required service without any increase of his force. Rear Admiral Fahie's reply tot he Admiralty was unequivocal that he could not. At the same time, the admiral notified Sir James Kempt that a vessel could not be provided. On the basis of this letter, Sir James Kempt accepted the proposal from Samuel Cunard for the hiring of the *Chebucto* at the annual rate of £1500 Sterling and signed a contract "for one Year Certain, and to cease on three months previous notice from either party." Thus the *Chebucto* went back into service, six months after the cancellation of the previous contract, with an annual saving to the Government of nearly £1000.

Concurrent with the contract cancellation and Sir James Kempt's realization that the decision on the new contract for the *Chebucto* would be delayed, he notified Admiral Fahie that it would not be possible to collect the English Mail at New York, as had been done under the informal agreement already referred to, and that the Navy must fulfill its obligation to deliver the Mail to Halifax. The Admiral replied:

> I regret the discharge of the *Chebucto*, as it so much increases the demand for the Services of this small squadron, it is much to be wished that some other mode should be adopted for forwarding the Mails to Halifax during the Winter, & I having it in contemplation to call the attention of the Admiralty to this subject, as the Wear and Tear of the squadron in the Winter under the present arrangements is very heavy. I shall nevertheless pay every attention to your wish to have your Despatches and the public Mail sent forward at all times as speedily as I can employ a Ship for that purpose, and the state of the weather will admit.

It is obvious that Admiral Fahie was able to meet his obligations with respect to delivering all the British North American Mail to Halifax from Bermuda during that winter, for a letter from Lord Dalhousie, who was now the governor general at Quebec, under date of 2 June 1823, complained bitterly about this action. Since the days when the Duke of Richmond was governor general, it had been the practice to send an officer from Quebec to New York with dispatches for England and to return with the English mail. When Lord Dalhousie's officer returned empty-handed, His Lordship was concerned over the delay which would result from his mail travelling from Bermuda by way of Halifax to Quebec, instead of direct from New York. This led to considerable correspondence as to the most satisfactory way of getting the winter mails to the Canadas and it was finally decided that for the safety of the official dispatches, the mail route should not be dependent on the good will of the United States. To this end, the mail packets made Halifax a winter, as well as a summer, port of call, beginning in November 1823.

The *Chebucto* was kept in service with the Nova Scotia government for another ten years, at which time a decision was made to cancel the contract. The required three months' notice of its annulment was given to Samuel Cunard in March 1833 and the *Chebucto* was paid off on 30 June 1833. Thus ended the era of ships hired for the protection of trade and fisheries in the Province of Nova Scotia. In the meantime Cunard had developed mailboats out of Halifax as part of the Falmouth packet service, as has been described in previous articles. •

Lighthouse®

More than 40 years of service to stamp collectors around the world.

Votre partenaire dans le monde philatélique.



WE SPECIALIZE IN PHILATELIC SUPPLIES

- Printed albums, with or without mounts for over 140 collecting areas
- Album binders, with or without country names
- Mintsheet and plateblock albums
- FDC albums, pages, binders, telephone card albums
- Postcard albums
- Great variety in blank album pages
- Stocksheets for albums
- VARIO stocksheets
- Choice of stockbooks, white or black pages, glassine or clear strips
- SF stamp mounts, clear or black
- UV lamps, cutters, magnifiers, tongs, hinges, perf gauges
- Distributors for Darnell (albums and catalogues), Stanley Gibbons products, KaBe products, Michel catalogues.

LA MAISON SPÉCIALISÉE POUR VOS BESOINS PHILATÉLIQUES

- Albums préimprimés avec ou sans pochettes
- Plus de 140 collections - autant d'albums pour les timbres du monde
- Reliure avec ou sans nom du pays gravé or
- Albums PPJ, cartes postales, télécartes
- Grand choix de feuilles de classement dans le format de nos albums
- Feuilles VARIO pour reliures standard à 3 anneaux
- Feuilles pour blocs, blocs feuillet, carnets, télécartes, cartes postales
- Une série de classeurs pages blanches ou noires, bandes cristal ou transparentes
- Pochettes et bandes SF, fond noir ou transparent
- Lampes UV, massicotes, charnières, brucelles, odontomètres, etc.
- Distributeur des produits KaBe, Stanley Gibbons, Darnell, Michel.

Lighthouse products available at leading stampstores or directly from Lighthouse

Tous les produits Lighthouse sont disponibles chez votre marchand habituel ou directement chez LIGHTHOUSE Montréal

Mail $0.70 in stamps and request:

- ❑ the Lighthouse product guide
- ❑ a sample package of SF mounts
- ❑ a mount-size chart
- ❑ a sample album page
- ❑ the KaBe product guide
- ❑ the Stanley Gibbons product guide

Envoyez $,70 en timbres pour recevoir:

- ❑ catalogue/liste de prix Lighthouse
- ❑ un échantillon des pochettes
- ❑ une tablette graduée aux dimensions des pochettes
- ❑ une page échantillon des albums Lighthouse
- ❑ catalogue/liste de prix KaBe
- ❑ catalogue/liste de prix Stanley Gibbons

Lighthouse Publications (Canada) Ltée Ltd.
225 Duke, Montréal, Québec, H3C 2M2 • (514) 954-3617

RPSC
PHILATELIC
RESEARCH
FOUNDATION



SRPC
FONDATION DE
RECHERCHE
PHILATÉLIQUE

by/par James E. Kraemer, President/président

FOUNDATION NEWSLETTER

Members of The Philatelic Research Foundation will have received a copy of the Foundation's newsletter, which was mailed in November 1995. If you would like a copy of the Newsletter, write to the office at the address given below. Plans are to send a newsletter to members on a semi annual basis. The next newsletter should appear in May 1996, just prior to CAPEX 96. The editor of the newsletter is Eddy Consenheim of Toronto.

ARTICLES FOR *OPUSCULUM II*

If you are considering writing an article for *Opusculum II*, you should first write to our office for a copy of *Author's Guidelines*. Please specify if you wish to receive the *Guidelines* in French or English.

Your article can be submitted in French or English and will appear in *Opusculum II* in the language used by the author. Articles submitted in other languages will be translated to English. In all cases, a photo of the author and a biographical sketch are to be included.

Articles submitted for *Opusculum* are reviewed by an editorial committee chaired by Charles J.G. Verge. Manuscripts are then passed to the editor for preparation for appearance in *Opusculum*. The editor each volume of *Opusculum* is appointed by the Board of Directors on the recommendation of the Foundation's Steering Committee. Articles in each *Opusculum* are considered for the Michener Medal. The medal is awarded to the author of the best article as selected by a panel of three International literature jurists. Original articles receive first consideration for the Michener Medal.

Enquiries should be sent to The National Office, The RPSC Philatelic Research Foundation, P.O. Box 5320, Station F, Ottawa, Canada K2C 3J1.

Gather ye Maple Leaves while ye may...

Join the
Canadian Philatelic Society of Great Britain
for its friendly fee-free Conventions in historic locations
('96 in Perth, Scotland — the 50th)
and its informative award-winning magazine
***Maple Leaves* published five times a year with**
articles by leading philatelists and postal historians.

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

— Subscriptions are payable in Canada — WRITE NOW!

DON'T MISS A SINGLE ISSUE!



Subscribe today for only 88¢ per copy (26 issues). Enjoy all the news, special features, up-dated show schedules, price trends... delivered right to your door.

SUBSCRIBE TODAY!

For even faster service fax 1-905-646-0995

❒ **YES!** Send me 26 issues of Canadian Stamp News for just $24.56 (GST included).
• USA rates $25.95 US$.

CANADIAN Stamp News

OR - Save even more!

❒ Send me 52 issues of Canadian Stamp News for just $46.99 (GST included). • USA rates $48.95 US$.

NAME: _____	Payment Enclosed: ❒ Cheque
ADDRESS: _____	or Credit Card: ❒ VISA ❒ MasterCard
CITY: _____	Name (as on card): _____
PROV./STATE: _____	Card # _____
P/C or ZIP: _____	Expiry Date: _____
PHONE #; _____	Signature: _____

Mail your order to: Canadian Stamp News
103 Lakeshore Rd., Suite 202, St. Catharines, ON, L2N 2T6
Phone: (905) 646-7744 • Fax: (905) 646-0995

Darnell /94

GST #R106386139

DAEDALUS: THE CANADIAN AIRMAIL STAMP OF 1935

by Trelle Morrow

The 60th anniversary of the Canada's Daedalus air mail stamp gives an opportunity to review some of the features of the stamp, and the handling of Canadian airmail in the 1935 to 1938 period.

The Design

The design theme of the stamp is taken from Greek mythology. It illustrates the escape of Daedalus from the Island of crete. Daedalus was the architect of the Minotaur Labyrinth built for King Minos. At some point he offended the King and was confined to prison. In order to escape, Daedalus fashioned wings from feathers and wax, which he then fastened to his shoulders. The legend has come down through history as one of the more dramatic attempts by man to fly.



Engravers at the Canadian Bank Note Company prepared the design from an oil painting produced specifically for the stamp by A.E. Foringer. The background in the design represents a view across the Strait of Georgia near Victoria.

The printing was done from a single plate (No. 1) of 200 subjects, divided into panes of 50 stamps. The perforation is 12. In all, 5,000,000 stamps were printed. The first day was the same as for the other values of the 1935 definitive set: June 1, 1935.

The 1935 Daedalus stamp is the last of the Canadian airmail stamps printed in low volumes. The five airmail stamps issued between 1928 and 1935 all had printings of 5,000,000 or less. The expansion of airmail service and facilities in the years after 1937 led to much greater demand for airmail stamps, and consequently, larger printings for the later airmail issues.



First Day of Issue cachets which relate to the stamp design in some way are quite rare with Canada's air mail stamps. The above non-pictorial cachet for the Daedalus stamp is both conservative and elegant. The Canadian Bank Note Company secured the Canadian Post Office stamp printing contract in 1935. The firm first produced the six-stamp George V Silver Jubilee Issue, released in May, 1935. The Daedalus stamp was part of the new definitive set that also included 11 regular stamps and a special delivery stamp, all released on June 1. The border on the above cover picks up the maple leaf design that was part of the border on all values of the set.

The Varieties

The spectacular variety of the Daedalus stamp is known as the "Moulting Wing," which resulted from an accidental tooling slip on the printing plate.



An enlargement showing the "Moulting Wing" variety. It is easily visible to the naked eye.

Another variety is listed in some catalogues as the "shilling mark." It is found to the left of the "A" in AIR. It is a tiny speck, scarcely visible to the naked eye, and should not be considered a significant variety.

There is a shade variety in this issue—a yellow brown or pale brown, rather than the normal red brown, and often described in catalogues as the "Blond Flyer."

Perforated Initials

A few private corporations plus the federal government deemed it necessary to provide security endorsements on airmail stamps. Due to the relatively small printing of the Daedalus stamp and low usage of airmail service at the time perforated initials on this stamp are not common.



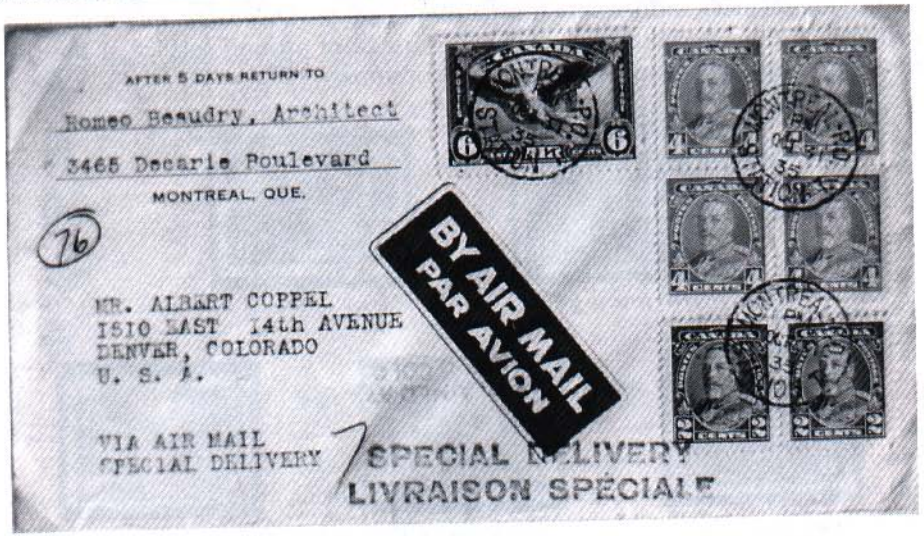
Perforated initials on the Daedalus stamp. Top: OHMS, CNR Montreal. Bottom: CNR Vancouver, International Harvester Corp., Lake Superior Corp.

Usages



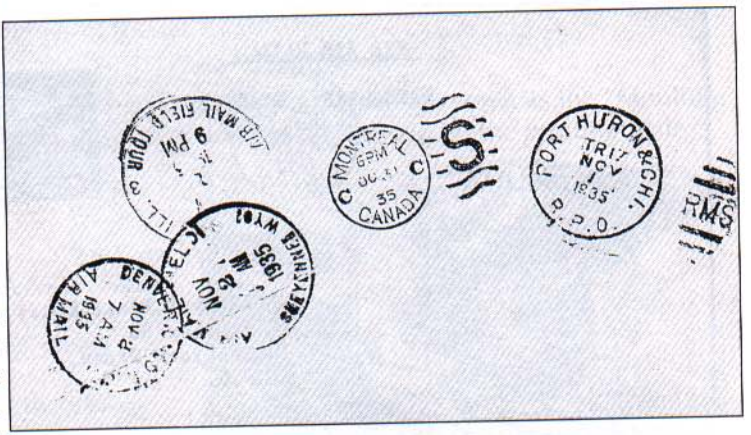
Above is a First Flight Cover for the Vancouver-Seattle service, flown by Canadian Airways Limited. The postmark is 2 PM, 1 Oct. 1935. The Seattle receiving mark on the reverse is dated two and a half hours later. The cover continued to its destination by air, probably through a Chicago or New York transfer point, and arrived in Thetford Mines, P.Q. at 11 AM on 4 Oct. 1935.

Usages of the Daedalus stamp on commercial airmail are generally scarcer and more desirable than on First Flight covers.



The above item is an airmail special delivery letter from Montreal to Denver. The 26-cent rate consists of six cents airmail (paid by the Daedalus stamp) and 20 cents special delivery (paid by the 1935 definitives).

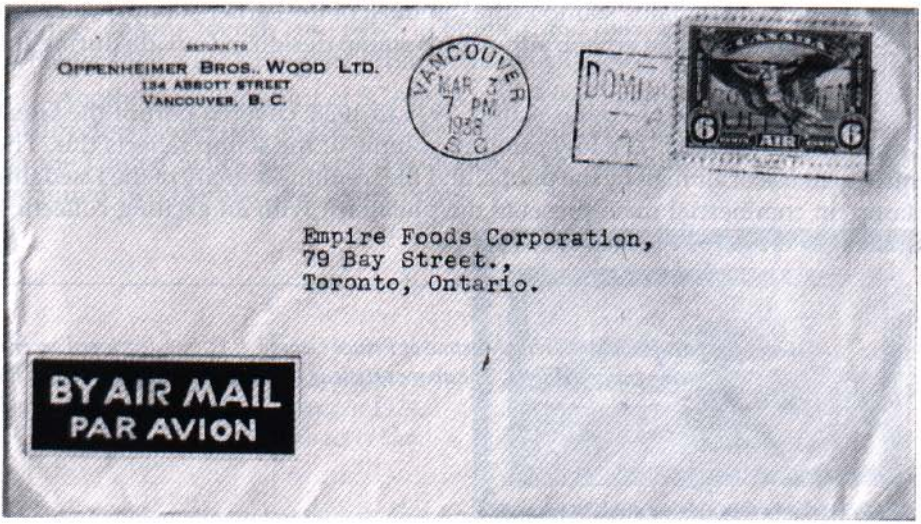
The letter was mailed in the afternoon of 31 Oct. 1935. The stamps were cancelled at Station T in Montreal. The reverse (right) shows a duplex marking made at Montreal's Bonaventure Station at 6 PM. Although it is an airmail item, the letter went to Chicago by surface mail aboard Canadian National/Grand Trunk Train 17, *The Intercity Limited*. This train left Montreal at 11 PM and arrived at Chicago at 8:10 PM the next evening (Nov. 1). A duplex marking of the Port Huron & Chicago R.P.O. was applied on this trip. By 9 PM the cover had been backstamped at the Chicago airport, prior to a two-stage air trip, which took it to Cheyenne, Wyoming (3 AM, 2 Nov. 1935) and finally to Denver at 7 AM, in time for early morning delivery to the addressee, a little over 40 hours after mailing.





The Daedalus stamp is used above on a registered airmail item to London, England. Posted on 13 June 1936, the letter went to New York by air via Seattle, arriving there on June 15. The transatlantic portion of the trip was by steamer. A Daedalus stamp pays the postage; a 10¢ 1935 definitive pays the registration fee.

An experimental air mail flight from Winnipeg to Vancouver took place on March 3, 1938, with a return trip two days later. Flown by Trans Canada Airlines, this was a major step in the development of a transcontinental air mail service. A regular Vancouver-Winnipeg air mail service went into effect on October 1, 1938. Below is a Daedalus air mail stamp used on a cover flown on the return experimental flight of March 3, 1938. At the time only surface mail was available between Toronto and Winnipeg.





Multiple frankings of the Daedalus air mail stamp on commercial mail are, of course, much rarer than single stamps. Above is a block of four and two singles used to pay a registered air mail rate from Canada to British Guiana. The 35 cent rate (25 cents air mail plus 10 cents registration) is overpaid by a cent. The routing can be traced by the backstamps: Montreal (15 March 1937), New York (March 16), Miami (March 17), and British Guiana (March 20).

Conclusion

The Daedalus stamp marked the end of an era in Canadian air mail stamp designs. The first five Canadian air mail stamps employed mythology and symbolic imagery. The later stamps portrayed planes and birds. From a design perspective, the Daedalus stamp is the foremost of the earlier stamps, and is an excellent example of the artistic attitudes to stamp design in Canada during the 1930s.

The period of the Daedalus stamp, 1935 to 1938, covered part of the Great Depression in Canada. The low printing volume of the stamp reflects this. The infrequent use of air mail by the public, and the resulting scarcity of the Daedalus stamp on commercial mail, presents the philatelist with an exciting collecting challenge.

Over the past few years Trelle Morrow of Prince George, B.C. has developed several one-frame exhibits. The above article is based on one of these. This is his second appearance in this journal.

AVIATION AND AIRMAIL SERVICES IN COLOMBIA, PART II

by Raymond W. Ireson

(Note: This is the conclusion to Mr. Ireson's chronicle of Colombian airmail services. The first part appeared in the November-December 1995 issue.)

On June 7, 1924, SCADTA suffered its first fatal accident. Chief pilot von Krohn had taken off with a group of his friends, including Ernesto Cortissoz, president of SCADTA, for a spin over Barranquilla and a demonstration flight for the benefit of some visiting government ministers, when suddenly the aircraft went into a steep dive and crashed at the outskirts of the city. There were no survivors. When Barranquilla's new international airport was built, it was named after that late president of SCADTA. (As an aside: his son was my landlord when I lived in Barranquilla in the early 1970s.)

With the death of von Krohn, SCADTA promoted his colleague and compatriot, Herbert Boy, to the rank of pilot. It was Boy who continued the exploratory flights, seeking new lines to expand the company's aerial network. In his autobiography, Boy relates an amusing incident on one of his scheduled flights from Barranquilla to Girardot. Those rudimentary aircraft of the 1920s were small and lacked sanitary facilities. The flight's itinerary called for stops at four intermediate points, one of which was a small riverside village, El Banco. It was at this location that the company eventually built a lavatory for the benefit of passengers, and a small sign was placed in the cabin of their aircraft: "W.C. in El Banco". Boy writes that on one occasion two of his passengers (North Americans) were agitatedly examining their seats and consulting their Spanish/English dictionary. Their confusion arose from the fact that the Spanish word "banco" means "bench" or "pew" in English, and they were trying to figure out whether they were sitting on a commode which they could use in case of need!

Another creative spirit of SCADTA was Fritz Hammer. He talked the board of directors into expanding SCADTA's wings outside Colombia, and in particular to the United States via Central America. They sent him to Europe where he acquired two Dornier Wal flying boats.



A Dornier Wal flying boat appeared on a German semi-postal issue in 1979, one of a set of four.

When they were crated and ready for shipment by sea to Colombia, Hammer realized that their size was too big for the Barranquilla dock facilities to handle. Therefore, the planes were shipped to the Dutch Caribbean island of Curacao, where he and his colleague Wilhelm Schnurbusch assembled them and then flew them to SCADTA's base at Veranillo.

By mid-1925 everything was set to embark on this new ground-breaking (or should I say air-breaking?) trip to the United States. With Hammer at the controls and von Bauer (the re-appointed president after Cortissoz's death) as chief passenger, the Dornier Wal took off from Barranquilla. Its itinerary called for stops at nearby Cartagena (Colombia), Colón (Panama), Puerto Limon (Costa Rica), Managua (Nicaragua), Ampala (Honduras), La Libertad (El Salvador), San José (Guatemala), Cozumel (Mexico), Havana (Cuba), and finally Palm Beach in Florida. The company was refused permission to fly farther north. At each lay-over the aviators were greeted by a cheering populace—many of whom had never seen an aeroplane. And each time they took off for the next leg of the journey, Dr. von Bauer carried in his pocket a contract from that country's government for SCADTA to transport their airmail. As events eventually transpired, those contracts were never to be implemented.



Enrique Olaya Herrera, Colombian ambassador to the United States and later President of Colombia.

Upon arrival in the United States, Dr. von Bauer made his way to Washington, D.C., where, accompanied by the Colombian embassador, Dr. Enrique Olaya Herrera (later to become President of Colombia), he paid a courtesy call on President Calvin Coolidge. He also pressed for a contract from the American Post Office Department for SCADTA to carry airmail between the United States and Colombia and intermediate Central American countries.



Calvin Coolidge, U.S. President during the period when American interests began commercial aviation to South America.

President Coolidge stalled until he had time to consult with his Postmaster General. The latter told him that unless a United States airline could provide that service there would seem to be no alternative to granting the concession to SCADTA. There was, of course, no U.S. airline capable of providing this service. However, the Postmaster General contacted three U.S. Air Force officers and put to them the proposition of forming one.

None of them had one cent to rub against another, but on paper they put together the outline of what was to be named Pan American World Airways, Inc. (PAN AM). They then went out and sold the idea to the bankers and brokers on Wall Street. As we know, PAN AM became a reality. SCADTA was denied the concession it sought. It had also unwittingly created a serious competitor which was to cause it much grief in years to come. Eventually the tables turned: SCADTA later became AVIANCA, which is still flourishing today. PAN AM, on the other hand, has folded its wings and disappeared from the scene.

Dr. von Bauer's proposal to establish an international air link between the two American hemispheres raised an important legal question: the need for an international agreement regulating the transit of aircraft from one country to another. To deal with this matter the United States convened a group of aviation experts in Washington. The Colombian delegate was none other than Dr. von Bauer. He presented the panel with an outline of what form the agreement ought to take. His draft was studied by the group, which ended up by fully endorsing it.



The 1928 Civil Aeronautics Conference, commemorated by U.S. Nos. 649-650.

In 1928 it was presented to the General Assembly of the Pan-American Union, meeting in Havana, Cuba, and with only a few minor amendments it was accepted and duly enacted into force. What a tremendous contribution SCADTA had made towards formulating regulations which were to govern air traffic in the future.



The Sixth Pan-American Conference, held in Havana in 1928, resolved outstanding air traffic problems, based on recommendations brought forward by Dr. von Bauer of SCADTA. This is one of a set of 10 stamps (Scott 284-293) issued by Cuba to mark the conference.

SCADTA had missed out on its dream of a Colombia/U.S. air link, but the company was not discouraged by that setback. It now turned its sights on neighbouring Panama and Ecuador. In July of 1928 SCADTA opened its Barranquilla - Buenaventura - Guayaquil line, and in October extended it to Paita (Peru). In the meantime, though, it had not been neglecting the new possibilities within Colombia itself. In October of 1927 Mr. Boy had made the

first transoceanic flight between the Caribbean Sea and the Pacific Ocean. He flew from Barranquilla to Buenaventura across the jungles which were totally uncharted at the time. From Buenaventura he continued his exploratory flight to Cali, which he immediately identified as being a future key point in the nation's air network. Cali today is Colombia's third largest city, and it owes this distinction to its strategic location which Boy recognized when he first landed there. Air transport brought Cali out of the backwoods into the twentieth century, and from the early days it became an important lay-over for international flights. (A personal aside: My first visit to Cali was in 1945 on an air trip north from Lima to Panama. We overnighted there before continuing the following day to Panama on a PANAGRA DC-3. How could I have imagined at that time that 20 years later I would return to take up my appointment as Manager of the Royal Bank of Canada's Cali branch!)

The year 1928 saw many developments in the Colombian aviation scenario. SCADTA acquired a British made de Havilland Moth biplane, its first land-based aircraft. It was used extensively for transporting airmail and exploring new routes in the Colombian interior. Then, on June 10, 1928 Boy piloted the first aircraft to cross the equator en route to Guayaquil, Ecuador. When passing over latitude 0, his passenger, Hermann Kuehl, "baptized" him with a glass of water in the manner which ocean voyagers crossing the equator for the first time are treated (although champagne is usually used in those cases).



One of SCADTA's de Halvilland Moths appeared on Colombia C475, issued in 1965.

A regular scheduled air service between Colombia and Ecuador was established in July 1928, and SCADTA entered into a contract with the government of Ecuador for the transportation of airmail. The company set up offices in Guayaquil, Quito, Ambuto, Latacunga, Loja, Esmeraldas, Riobamba, Puertoviejo, Manta, Bahia de Caraquez, and Babahoyo.

Ecuador did not yet have airmail stamps, so SCADTA came out with a provisional set of six values on August 28, 1928. They were from the company's 1923 Colombian issue, overprinted with the words "PROVISIONAL" and "ECUADOR" and surcharged in Ecuadorian currency. This surcharge was performed at the Artes Graficas Senefelder printing works in Guayaquil. In April 1929 SCADTA issued its first (and only) Ecuadorian series. It was printed by the Reichsdruckerei in Berlin, on watermarked paper, perf. 14. The design on the lower values shows the Quito Cathedral and the higher values picture the volcano Chimborazo.

It was also in April 1929 that SCADTA extended the Guayaquil-Buenaventura route to Panama and Colon. From there, European bound mail went by ocean steamer.

In mid-1928 a young Colombian Air Force captain, Benjamín Méndez, had completed his training in the United States and was due to return to his home

in Bogota. Rather than sail he decided that he would fly from New York. In those days such an undertaking was unheard of. The press of Bogota took up his cause and organized a public subscription to purchase an airplane for him. He selected a Curtiss D-12 hydroplane, and set off on his epic journey on September 18. His itinerary took him to Jacksonville (Florida), Havana (Cuba), Puerto Barrios (Guatemala), Puerto Cabezas (Nicaragua), Colón (Panama), and then Cartagena, Barranquilla, Girardot (where the plane's floats were changed for wheels), and finally Bogota. During his journey he encountered many problems and delays while spare parts to carry out repairs were shipped to him from the United States. It was not until December 31 that he arrived in Bogota to a hero's tumultuous welcome.

SCADTA overprinted their 20 and 30 centavos stamp values with the slogan "HOMENAJE A MENDEZ" in honour of this aviator. The stamps were on sale for one day only, at Cartagena, Barranquilla, Girardot, and Bogota on the days that Méndez passed through those cities. The remainders of the stamps were sold at double their face value during the first days of January 1929 at SCADTA's Bogota office.



One of the Méndez commemorative overprints issued in honour of his New York to Bogota flight in 1928. The overprint also appears on the 30 centavos value. (Scott C53-C54).

It is my personal belief that Méndez's idea to fly from New York to Bogota was inspired by Charles A. Lindbergh's solo transatlantic flight in May 1927. In any event, Lindbergh subsequently made a goodwill tour of Mexico, Central America, the north coast of South America, and the West Indies in the early part of 1928. Later he became a consultant and a pilot for PAN AM.

It had taken quite some time for PAN AM to evolve from the drawing board to a functional airline, but on February 9, 1929 the company inaugurated a scheduled airmail service between Panama/Canal Zone and Miami. Dr. von Bauer's dream of uniting the two American hemispheres had at last become a reality—but, to his heartache—not on the wings of SCADTA. The flight departing from the Canal Zone was piloted by Charles Lindbergh, but the Canal Zone postal authorities refused to accept Panamanian mail on that flight. PAN AM therefore very graciously obliged the Panamanian post office by making a second plane available to fly Panama's mail. The second flight was piloted by R.J. Merritt.

With SCADTA having extended its services to Panama, Ecuador, and Peru, and having plans to branch out to Venezuela and Bolivia as well, the company decided that its postage stamps should reflect its "Bolivarian" coverage. This idea was reflected in SCADTA's fifth issue, released on June 1, 1929. Actually, there were two sets issued: one for use within Colombia, and the other for overseas use to replace the various "consular" overprints, which were then withdrawn. Both sets were designed by Dorothea Suffrian of Berlin and were printed by the Reichsdruckerei in Berlin, on watermarked paper. The centavos values were perf. 14, and the peso values 14 x 13¾. Both sets are inscribed,



A first flight cover from the inaugural trip of Pan American Airways' Panama-Miami service, on February 9, 1929. R.J. Merritt was the pilot. Another plane, piloted by Charles Lindbergh, also made the flight, but Canal Zone postal authorities refused to allow Panamanian mail on it.

"Servicio Bolivariano de Transportes Aéreos". The design of the domestic centavo values depicts the customary airplane over the Magdalena River, with the Tolima volcano in the background. The peso values show Columbus's ship, the *Santa Maria*, with a SCADTA flying boat overhead. The design of the overseas issue shows just the numeral of the value, in "Pesos o./am." (oro americano, or U.S. gold dollars). They were sold in all countries at the prevailing rate of exchange for American gold coin.



SCADTA's fifth (and final) set of airmail stamps, issued on June 1, 1929; domestic set at top an ovrseas set at bottom. The lower values of the domestic stamps, 5, 10, 15, 20, 30, 40, 50, 60, and 80 centavos, show a plane over the Magdalena River. The 1, 2, 3, and 5 peso values show Columbus' ship and a SCADTA plane. The overseas stamps featured only numerals: 5, 10, 15, 20, 25, 30, 50, and 60 centavos in the low value design and 1, 2, 3, and 5 peso in the high value format.

By this stage all countries had recognized SCADTA's airmail stamps, so it was no longer necessary to use the old, cumbersome two-envelope system. The SCADTA stamps were used along side those of the country of origin (which paid the surface postage to Colombia). Used copies of this SCADTA issue are more usually found with foreign cancels than with Colombian ones.

In 1930 SCADTA was still making surveys for new routes within Colombia. In his autobiography, Herbert Boy tells of his journeys in the south of the country on such missions. On his first visit to Pasto he made a startling discovery. Situated on a high plateau some 80 km north of the border with Ecuador, about 160 km from the Pacific coast, and lying within the shadow of the still active Galeras volcano, Pasto, capital of the Department of Nariño, was founded in 1538. As late as 1930 it led an isolated existence due to the rugged nature of the surrounding terrain. Boy was captivated by the redolence of its colonial charm, but noticed that none of its plazas sported a statue of Simón Bolívar. the Great Liberator, as can be seen in many Colombian cities. Enquiring about this, he learned to his utter amazement that many dear old Pastusos still believed they were true, loyal subjects of the Spanish crown! Over a century had passed since Colombia had gained her independence from Spain, but the staunch loyalists of Pasto had not accepted this reality. Incredible! However, the later introduction of air services have long since brought Pasto into the twentieth century.





Far left: The Galeras volcano, overshadowing the city of Pasto.
Left: A commemorative issue celebrating the 450th anniversary of the founding of Pasto.

December 17, 1930 was the centenary of Simón Bolívar's death, and Colombia, like all other "Bolivarian" countries, issued a commemorative stamp to mark the event. SCADTA followed suit and surcharged three values of its fifth domestic issue: 10 on 80 centavos, 20 centavos on P.3, and 30 centavos on P.1. The surcharging was performed in the printing shop of the Colegio Salesiano de León XIII de Bogota, based on a design prepared by SCADTA's scientific department. It is no surprise that some errors crept in. The surprise was — although SCADTA didn't know it at the time—that this was to be company's last stamp issue.



On December 17, 1930 Colombia issued this stamp depicting the death scene of General Simón Bolívar, on the centenary of the death of the liberator of much of South America from colonial rule.

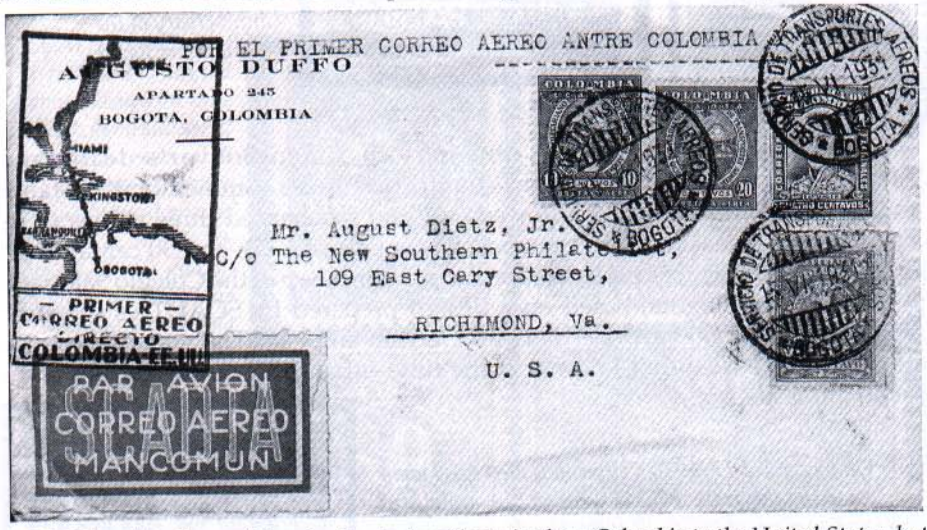




SCADTA's Bolívar overprints. Left: The 10 cvos on 80 cvos. Right: A rare triple overprint of the 30 cvos on 1 peso value.

By 1930 Pan American Airways had invaded SCADTA territory and the competition was beginning to hurt. It soon became apparent to both airlines that unless there was a rationalization of routes they were courting disaster. Accordingly, agreement was eventually reached between them. SCADTA would close its foreign routes to Ecuador and Peru, and desist from its plans to expand to Bolivia and Venezuela. PAN AM would leave the Colombian field entirely to SCADTA. The latter company suspended its services to Ecuador and Peru at the end of December 1930. A 'sweetener' to the deal was that PAN AM would finance the replacement of SCADTA's aging fleet, which was sadly in need of modernization.

June 15, 1931 was a red-letter day for SCADTA. On that day the United States Post Office Department finally recognized SCADTA's airmail stamps. Previously, all airmail from Colombia to the United States was routed via the Panama Canal Zone, and Canal Zone airmail postage had to be applied for onward transmission by PAN AM to the United States. After this date, airmail took a more direct route: Barranquilla-Kingston (Jamaica)-Miami.



SCADTA originally envisioned a direct airmail service from Colombia to the United States, but as events evolved it was the U.S.-based Pan American Airways that initiated the service. This is a first flight cover for the service, flown on June 15, 1931. Note the SCADTA airmail label at lower left: "mancomun" means jointly (that is, SCADTA and PAN AM).

On December 1, 1931 a new contract was signed between the Colombian government and SCADTA because all airmail services had been declared to be a monopoly of the state. For this purpose, the Administración del Correo Aéreo de Colombia (ADELCA) was created to serve as a branch of the Colombian Post Office. SCADTA remained the sole usufructuary of the monopoly and its airmail organization remained unchanged. Airmail stamps were to be provided by ADELCA. Its administrative costs were to be covered by SCADTA's payment of two percent of the face value of the stamps, payable when the stamps were delivered. Until such time as ADELCA could have its own stamps printed, SCADTA's fifth domestic issue was overprinted with the words, "CORREO AEREO". The overprinting was done at the printing shops of the Colegio Salesiano de León XIII, in Bogota. These stamps, released on January 1, 1932, were registered with the U.P.U., and became the first officially recognized airmail stamps of Colombia. The 20 centavos value is known with a double overprint, and the 40 centavos with the overprint inverted on one sheet of 50 stamps. A sheet of 25 of the one peso value is known imperforate. Counterfeits of most values exist.



The overprints for the ADELCA provisional issue, on the stamps of SCADTA's fifth issue. Issued on January 1, 1932, they were Colombia's first airmail stamps to be recognized by the U.P.U.

Below: Varieties on on the ADELCA provisional issue. At left, an inverted overprint on the 40 cvos value. At right, an imperferate pair of the overprint on the 1 peso value. Only 25 examples of the latter are known to exist.



ADELCA's first regular issue was released on August 1, 1932. Designed by Dorothea Suffrian of Berlin and Ludwig Hessheimer of Vienna, the stamps were printed by the Reichsdruckerei in Berlin, on watermarked paper, perf. 14. They depict the wealth of Colombia: coffee, bananas, cattle, oil, gold, and emeralds. This was a long-lived issue and was reprinted several times. Consequently, slight shade variations exist.

In September 1932 a contingent of Peruvian armed forces from Iquitos occupied the Colombian port of Leticia on the Amazon River. At that time the



The basic designs of the first regular ADELCA issue, released in 1932. These designs were used on a total of 13 stamps. They depict the resources of Colombia: coffee, cattle, oil, bananas, gold, and emeralds. This set continued as Colombia's airmail stamps until 1941.

only means of access to Leticia was by river. The Colombian president, Olaya Herrera, had developed a close rapport with the executives of SCADTA, and he called upon them now to come to the country's aid in meeting this crisis. The Colombian Air Force at that time had only a few trainer craft and was certainly in no shape to engage in any warfare. Although the SCADTA fleet consisted of purely civilian aircraft, the company's board of directors did not hesitate in placing the majority of it, plus many of their pilots and mechanics, at the country's disposal. SCADTA's general manager, Hermann Kuehl, was named technical advisor to the Air Force, and its chief pilot, Herbert Boy, was placed in charge of the Air Force's Southern Command. Another pilot, von Engel, flew a Colombian Army officer, Col. Luis Acevedo, to the region, over dense uncharted jungles. There was no radio and all von Engel had to go by was a plain compass and the seat of his pants. They even had to carry fuel for their return journey, as none of the few isolated outposts they visited on the Caqueta and Putumayo Rivers had any such supplies on hand. That was the first flight that had ever been made across the Colombian Amazonas region.



The Colombian port city of Leticia, on the Amazon River, was occupied in the 1930s by Peru in a dispute over the boundary between the two countries. SCADTA gave vital assistance to the Colombian armed forces during the dispute.

Indirectly, the Peruvian/Colombian conflict over some Amazonian territory led to the gradual development of considerable areas of the region as aerodromes were built for the planes to bring in supplies which formerly had taken months to reach the garrisons by river launches.



A Colombia souvenir sheet, depicting a scene on the Amazon River against a map. Leticia appears on the map under the paddler's arm and above the "ANA" of "COLOMBIANA".

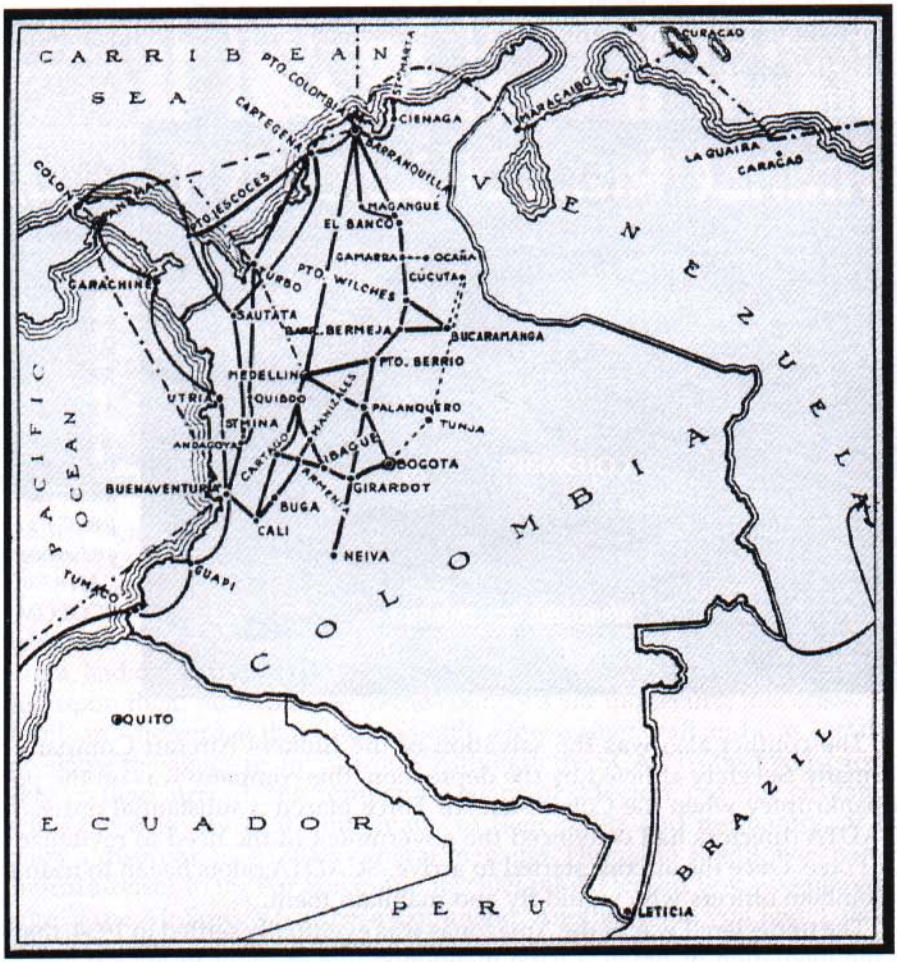
The conflict also was the salvation of the Junkers Aircraft Company in Germany. Severely afflicted by the depression, this company was on the point of bankruptcy when the Colombian Air Force placed a substantial order. The SCADTA directors had convinced the government of the need to revitalize its Air Force. Once the aircraft started to arrive, SCADTA pilots began to train the Colombian officers who would fly and maintain them.

The undeclared war of the Amazonas was eventually settled in 1934, thanks to the mediation of Brazil. I have mentioned this incident in my chronicle in order to highlight the important role that SCADTA played in developing the Colombian Air Force in its relative infancy, as well as developing the country's civil aviation network. Incidentally, all the German personnel of SCADTA who played an active role in this affair received decorations and honorary citizenship from a grateful Colombian government.

By 1935, top management of SCADTA realized that the day of the hydroplane was just about over, and they set about building aerodromes to accommodate land-based aircraft. Long used to the hydroplanes and flying boats, many people could not visualize land-based aircraft as being a better alternative, and there was much objection to the change. But then, just as now, change is the hallmark of progress: without it comes stagnation and, ultimately, oblivion.

During the presidency of Dr. Alfonso López (1934-1938) a law was passed whereby all airlines operating in Colombia had to be 51 percent owned by Colombian nationals. In effect, this amounted to the nationalization of SCADTA.

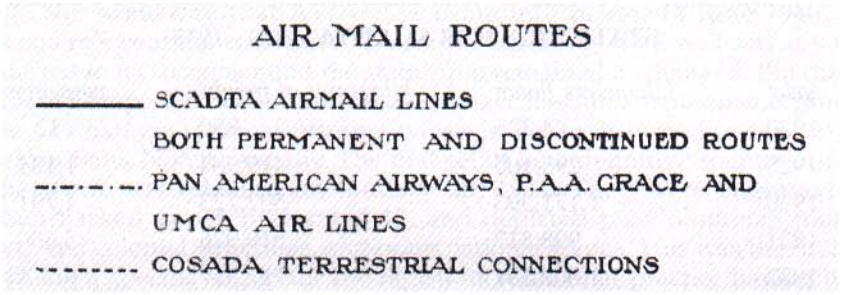
AIRMAIL ROUTES IN COLOMBIA, 1932



However, SCADTA was given until 1942 to comply with the terms of this law. The majority shareholder was Dr. von Bauer, and although he had been granted honorary Colombian citizenship in the early part of 1939 by President Dr. Eduardo Santos (thus putting SCADTA in compliance with the law), the government made it clear that they wished him to dispose of his shares.

Dark clouds of war were gathering over Europe and the American government was becoming quite nervous at having a German-owned and operated airline functioning virtually on the doorstep of their Panama Canal. They exerted pressure on Colombia to remove this perceived threat.

It should be noted, however, that all the German personnel of SCADTA had emigrated to Colombia long before the rise of Adolph Hitler and his Nazi Party. In fact, many of them were now naturalized Colombian citizens and were married to Colombian women. But these facts did nothing to allay America's disquiet over the situation. They still turned the screws.



The map displayed opposite shows the extent of the airmail routes existing in 1932. At this time regular air routes existed only in the north of the country.

Uraba-Medellín & Central Airways (UMCA) was a small airline based in Medellín, and founded by Gonzalo Mejía, the former SCADTA agent in New York. Flying passengers and mail between Medellin, Turbo, and Panama, it enjoyed only a brief life span.

The Compañia Santandereana de Aviación (COSADA) was an airline founded in Bucaramanga, capital of the Department of North Santander. For a while it maintained an aerial connection between the cities of Barrancabermeja, Puerto Wilches, and Bucaramanga. The company first acquired a Comet aircraft, but it proved to be totally unsuitable. On consulting with SCADTA they were advised to exchange it for a Junkers. This was ordered and eventually it arrived at Puerto Wilches, on the Magdalena River, where it was assembled and then flown by SCADTA's chief pilot, Herbert Boy, to Bucaramanga. The company's first passenger on that flight was a young lady who had been stricken with an acute case of appendicitis and needed better medical attention than what was available in Puerto Wilches. She may have owed her life to that mercy flight. Once construction of the railway line reached Puerto Wilches shortly thereafter, the inhabitants took to that mode of transport more than they did to the airplane! COSADA was doomed. For a while it maintained a land express connection between various points to link up with SCADTA (and issued its own stamps for that service),but its eventual demise was inevitable.



A first flight cover for the Bucaramanga to Puerto Wilches service.

STATISTICS FOR SCADTA, 1920 - 1935

year	*kilometers flown*	*kilograms of freight*	*passengers*
1920	4,325	850	12
1925	293,100	119,984	1,134
1930	1,171,393	502,723	4,791
1931	998,813	519,926	5,680
1932	1,008,581	717,517	6,271
1933	1,024,105	739,351	6,685
1934	1,305,940	1,075,818	11,043
1935	1,669,664	2,049,097	22,505

The Colombian government owned three quarters of the capital in Servicio Aéreo Colombiano (SACO), a small airline experiencing financial and operational difficulties after the untimely death of its founder, Ernesto Samper, in the crash of one of its airplanes. They sought to salvage their investment by merging SACO with SCADTA, and then giving the enterprise a new name. An agreement on this scenario was reached in 1939. Thenceforth, SCADTA pilots flew with Colombian Air Force co-pilots to train them to take over eventually the captains' positions.



The Gaillard Cut on the Panama Canal. During the 1930s the United States became increasingly worried about the security of this vital waterway. American diplomatic pressure on Colombia led to the end of German ownership of SCADTA and the removal of its German managers and personnel.

AVIANCA

On June 14, 1940, the name of Sociedad Colombo-Alemana de Transportes Aéreos (SCADTA) ceased to exist. The entity's new name was Aerovias Nacionales de Colombia S.A. (AVIANCA). On that date all the German personnel of SCADTA were relieved of their duties. Those who held Colombian citizenship had no problem, but those who didn't were either forced to leave or face internment. The war years were a very trying time for those SCADTA German nationals who had chosen to seek a new home in Colombia long before World War II began.

As this second chapter of SCADTA—now AVIANCA—begins, it is important to recognize the greatness of the work of those who created the enterprise. If we reflect on the problems posed by Colombia's topography, the scarcity of capital at the disposition of its founders and early backers, as well as the great distances that separated Barranquilla from Europe and the major centres of the aviation industry, we can appreciate the enormities of the difficulties they faced. And how magnificently they arose to overcome them! AVIANCA can be justly proud of its heritage.

On the same day that AVIANCA came into being, 14 June 1940, the government's contract with SCADTA for the handling of airmail services was transferred to its successor and the status quo remained unchanged. But due to the war in Europe, ADELCA could no longer have its stamp requirements printed by the German government printing works in Berlin. It turned instead to the American Bank Note Company. The first set of new definitive stamps printed by that firm was released on January 28, 1941. They were engraved on unwatermarked paper, perforated 12, and depicted pre-Columbian motifs, historic and colonial structures, and other national scenes. This was the first set not having a specific stamp for the registration fee, that practice having been discontinued in 1933.



Designs for ADELCA's 1941 airmail issue, showing a pre-Columbian statue, Spanish fortifications at Cartagena, colonial Bogota, and the National Library at Bogota. These designs, plus two others, were repeated on the 13 values of the set (Scott C121-C133), issued on January 28, 1941.

The war years were lean times for AVIANCA and at the end of the conflict there was another competitor to face. In 1945 a group of former Colombian Air Force officers founded Lineas Aéreas Nacionales S.A. (LANSA), based in Barranquilla.



This new airline carried mail and in 1950 it obtained permission to issue its own stamps to denote payment of the company's fees. National postage still had to be paid. LANSA's one and only private issue of stamps was offset printed by A. Garcia-Bergen of Barranquilla, on unwatermarked paper, perf. 12, and was released on June 22, 1950.

LANSA's wing logo appeared on all nine values of its set of airmail stamps (Scott C166-C174), issued on June 22, 1950. They were intended for domestic mail only. This proved to be the company's only stamp issue.

Almost immediately after the stamps appeared the authorities had a change of heart and rescinded their authorization for LANSA to issue its own stamps. They were replaced by the regular ADELCA issue, but for control purposes those issued by AVIANCA were overprinted with a large "A", while another batch was overprinted with a large "L" for LANSA. The overprint was applied by Garcia Muñóz of Bogota. Errors abound, and it is believed that most, if not all, were intentionally produced for philatelic purposes. The "A" stamps were released on July 12, 1950, and the "L" stamps six days later. In 1951 the basic

stamp issue was reprinted in new colours and a different font for the "A" and "L" overprints applied. Although a few sheets of some values escaped receiving these overprints, they were never regularly issued in that condition. The new "L" overprint came out on September 15, 1951, and the new "A" set appeared two weeks later on October 1st. Subsequently, the lower values were reprinted in two colours: blue for LANSA and red for AVIANCA. However, by the time these stamps were placed on sale on May 10, 1952, AVIANCA had absorbed its competitor, so the different stamp colours no longer had any distinctive meaning.



Top: the first type of "A" and "L" overprints, issued for AVIANCA and LANSA in July 1950. Bottom: the second type of overprint, issued in September and October 1951.

With the disappearance of SCADTA, the agreement with PAN AM, whereby the former's area of operations was restricted to Colombia, likewise disappeared. Therefore, when AVIANCA acquired its first DC-4 airplanes late in 1946, plans were made to commence overseas flights. In January 1947 a route was opened to Balboa in the Panama Canal Zone. Later that month direct flights to Miami were established and the line was extended to New York in April 1949.

In commemoration of the Holy Year, on March 6, 1950, DC-4 flights were established to Rome. Later on, routes were extended to other European capitals using Constellation aircraft. When the Olympic Games of 1956 took place in Melbourne, an AVIANCA aircraft transported the Colombian participants, and remained in Australia until the date of their return. AVIANCA was later called on to Transport the Colombian battalion to Egypt during the Suez Canal crisis: this involved 11 flights.



Postwar modernization at AVIANCA with American aircraft: a Douglas DC-4 of 1947 and a 1951 Lockheed Constellation.

In the early 1950s AVIANCA arranged for the sale of all the company's airports to the government, and freed up a considerable amount of capital. This was invested in new, modern aircraft. A few years later the government began construction of a new airport for Bogota. Named Eldorado, it was the most modern airport in Latin America and its landing field was the second largest in the world. It was inaugurated on May 1, 1960, and a commemorative set of three stamps was issued to mark the event. The stamps were designed by Imre von Mosdossy, a Hungarian artist residing in Toronto. (He has designed some of Canada's stamps as well; for example, Scott Nos. 487, 491, and 643.) The airport stamps were lithographed by Imprenta Nacional in Bogota. A single sheet of the 35 centavos value received a double impression, but the error went unnoticed and the entire sheet was used to frank first day covers.



A first day cover for the Eldorado Airport Issue of January 5, 1960. The stamp is from the single sheet of the 35 cvos. value with a double impression.

Another development of the 1950s was the unification set of postal rates. As noted earlier, while SCADTA and AVIANCA operated the airmail service and charged an airmail fee, national postage stamps still had to be affixed to all such airmail. That cumbersome system was abolished on December 1, 1959. From that date a single stamp sufficed to pay the postage by airmail. Until new stamps could be printed, numerous values of existing supplies were overprinted with the word "UNIFICADO" enclosed within the outline of an airplane. Many errors occurred: double, inverted, and misplaced overprints are known on several values.

Towards the close of 1962 AVIANCA acquired its first two Boeing 720B jets. Up to that time SCADTA/AVIANCA had used no less than 26 different types of aircraft, always with the goal of putting the most advanced technology of the day into service. With the dawn of the jet age, AVIANCA began to phase out its propeller fleet. In December 1977 the first Jumbo 747-124 landed in Colombia to join the AVIANCA fleet.



Examples of the UNIFICADO overprints. Top: the 1 peso value with single and double overprints. Bottom: the 5 peso value with normal and inverted overprints. Altogether, 21 stamps (Scott C322-C346) received this overprint in 1959 and 1960.

This purchase was another first for AVIANCA—at the time no other Latin American airline owned a Jumbo. AVIANCA continues to keep pace by acquiring the latest designs as they roll off the assembly lines.



Some of AVIANCA's jet powered Boeing aircraft, clockwise from top left: 720B of 1961, 727 of 1966, 747 of 1977, 767 of 1989.

Today AVIANCA's routes not only blanket Colombia, but also link the country to nine South American capitals, to three North American cities (Miami, New York, and Los Angeles), to Mexico, Panama, and San Juan, Puero Rico. There are European routes to Madrid, Paris, London, Frankfurt, Zurich, and Rome.

Some 75 years after the planting of that seed in Barranquilla by those intrepid German aviators, we can see today how well it germinated, took root, grew, and reached the skies—just as SCADTA's motto proclaimed: PER ASPERA AD ASTRA.

For further reading:
AVIANCA, *Apuntes de a Bordo* (Inflight Notes), No. 45 - Special edition. Bogota: Carvajal S.A., 1979.
Boy, Herbert. *Una Historia Con Alas* (A History with Wings). Bogota: Editorial Iqueima, 1963.
Gebauer, Eugenio. *The Air Post of Colombia*. Caracas: Editorial Sucre, 1963.

Ray Ireson specializes in Colombia and the postal history of the Panama Canal, and has exhibited successfully at all levels. A retired banker, he now devotes much time to his collections at his home in suburban Montreal, and to work with the Lakeshore Stamp Club.

VENICE: SOME EARLY POSTAL HISTORY

PART III — THE 17th CENTURY

by Michael Madesker, FRPSC

(Note: The first two parts of this series appeared in the Jan.-Feb. 1995 and July-Aug. 1995 issues.)

Political Background

The first years of the seventeenth century found Venice in a conflict with Pope Clement VIII over both political matters and religious tolerance.

In 1512, the Doge Leonardo Loredan "granted" separate living quarters for the protection of the followers of Judaism. The are of Venice where the "safe haven" was created encompassed an old smithy and was simply called "borghetto"— borough, being outside the walls. This was the origin of the modern term "ghetto" meaning an isolated area, or an area inhabited predominantly by people of the same origin, faith, or economic status. At the time, the Vatican thought that this was a good solution to a thorny problem.

The conflict between the Papacy and the Venetian Republic began with Doge Marino Grimani, enthroned in 1595. The animosity expanded from a territorial dispute over Ceneda to the undesirable (from the point of view of Venice) takeover by the Papacy of the Duchy of Ferrara to an ecclesiastical issue. The Doge granted French Protestants freedom of worship and full political rights, much like the edict of Nantes promulgated in 1598 by Henry IV over his domain in France. Accused by the Pope of being a Calvinist, the Doge asked defiantly: what is a Calvinist? We are all Christians, and as Christians we die, whether others like it or not.

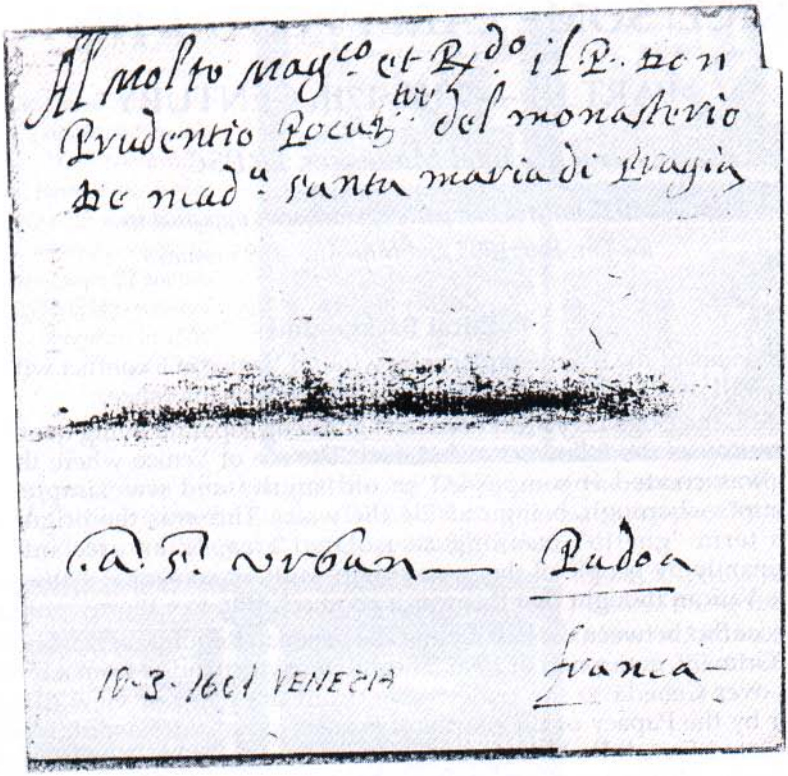
This feud was carried forward by the imprisonment of two Catholic clergymen for various crimes, including rape, in 1605. Thus a war of nerves, begun under Pope Clement VIII, continued under Pope Paul V, who saw himself as the true Defender of the Faith.

Internally, the politics of governing the Republic mirrored the conflicts with the Pope with internecine struggles for power.

Changes in Postal Service and Postal Markings

The postal services of Venice by the seventeenth century had taken a step forward with the introduction of markings on the mails. Prepayment of postage may have been indicated by marking a letter with a broad red line across the face of the address side or by an appropriate inscription; for example, "franco" (free).

Both the red line and the "franco" are present on the letter dated March 10, 1601 (shown below) which was mailed within the Republic of Venice, from Venice to Padua. The text of this letter shows the date followed by the initials "m.v." (in the Venetian manner). The Venetian year began on April 1. Therefore, this letter was actually despatched on March 10, 1602, according to the Gregorian calendar.

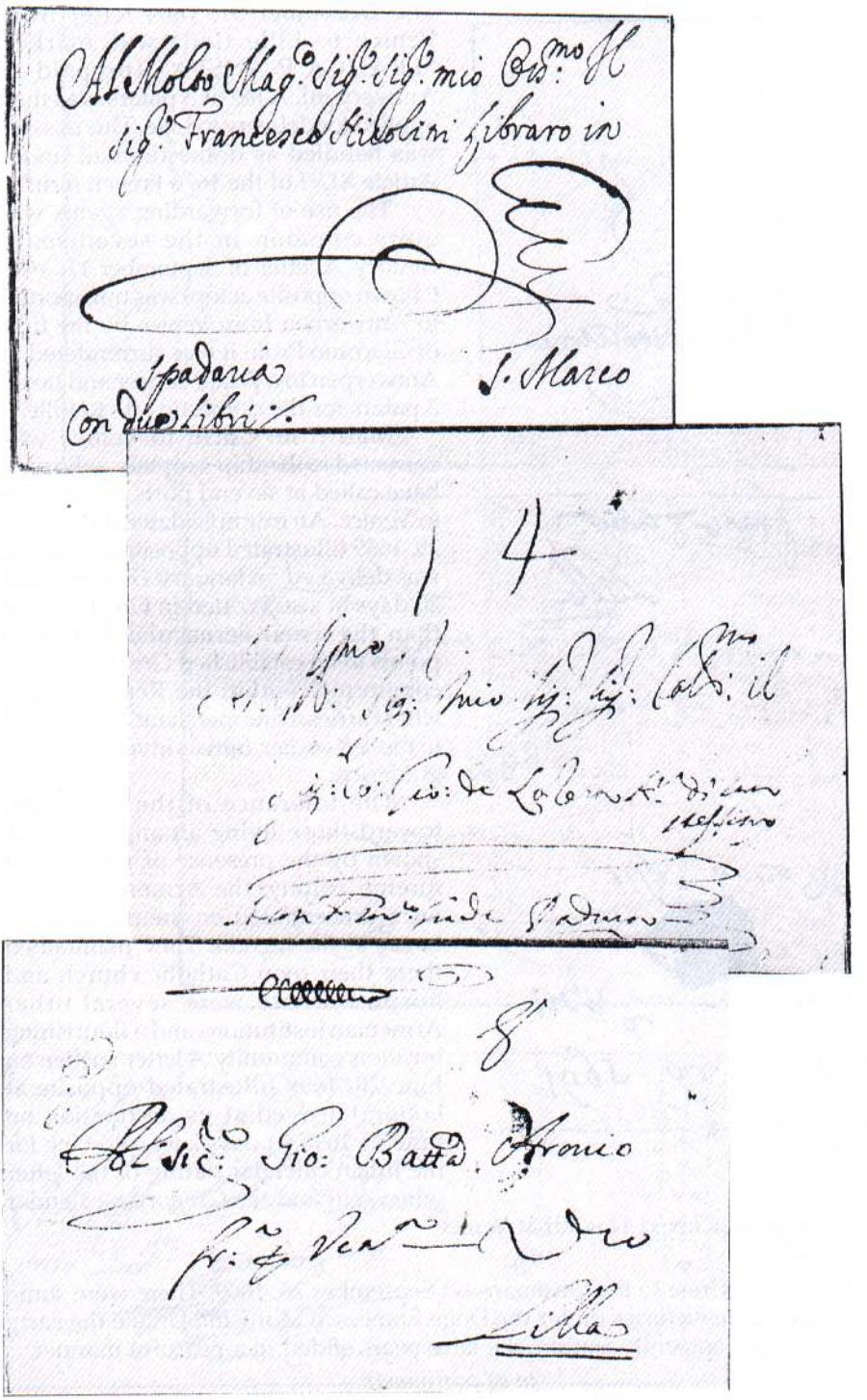


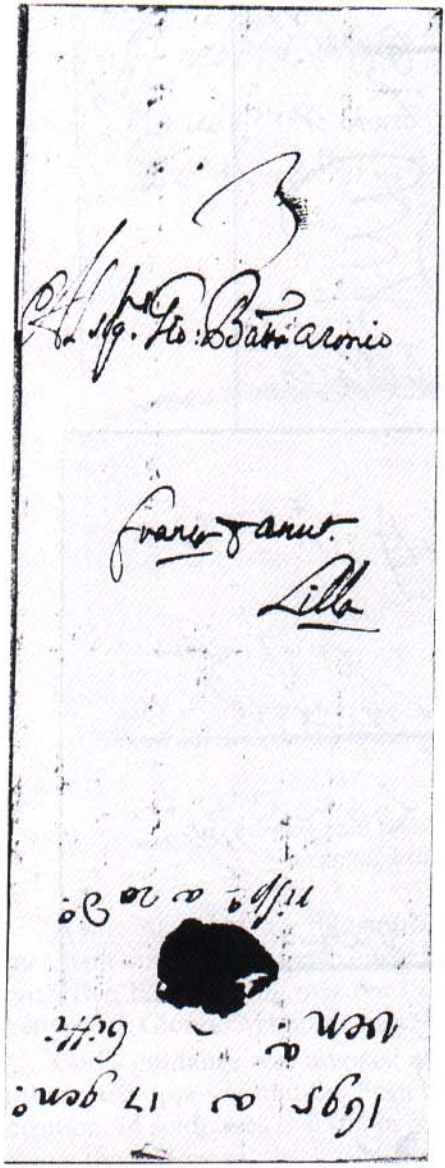
Free franking from Venice to Padua, 10 March 1601 (1602 according to the Gregorian calendar).

A July 20, 1662 letter (illustrated opposite at top) shows, in addition to the merchant's mark a note in the lower left corner: "Spadaria con due libri" (shipped with two books). This missive travelled within the Venetian conurbation, between S. Giorgio Maggiore and S. Marco.

God's guidance was invoked at the bottom of the letter dated July 2, 1670 (illustrated opposite middle) from Cattaro, Dalmatia to Padua. The amount of taxation, 14 soldi, was marked in red on the face of the cover in its upper part, above the addressee.

Mail that was routed through Venice was required to be prepaid from the point of origin to the City. A July 16, 1695 letter (illustrated opposite, bottom) from Rome to Lille via Venice and Antwerpen was paid at source and marked, under the name of the addressee, "FRA P VENA", an abbreviation of franca per Venezia (prepaid to Venice). The postal fee from Venice to Antwerpen was 10 déniers (equal to 5 soldi). A further charge of 8 patars was assessed for the remaining portion of the journey from Antwerpen to Lille, in accordance with Article XLIII of the French postal tariffs of 1676.





The December 31, 1664 letter from Venice to Lille (left) was marked "FRANCA P ANSVA" (prepaid to Antwerpen). A fee of 3 patars was then applied for delivery to Lille. This missive was handled as domestic mail under Article XLVI of the 1676 French tariff.

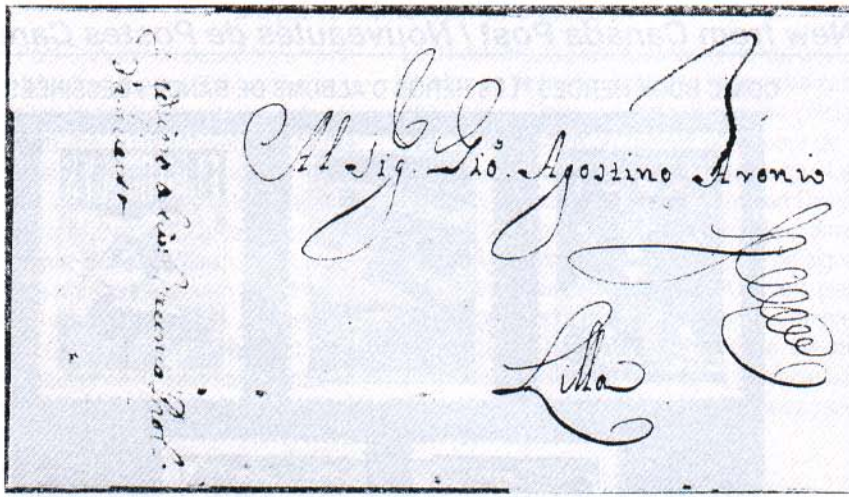
The use of forwarding agents was quite common in the seventeenth century. A letter of September 17, 1688 (shown opposite at top) was transported to Antwerpen from Venice by the firm of Giacomo Proli. It was surrendered at Antwerpen to a postal carrier and taxed 3 patars for the domestic rate to Lille.

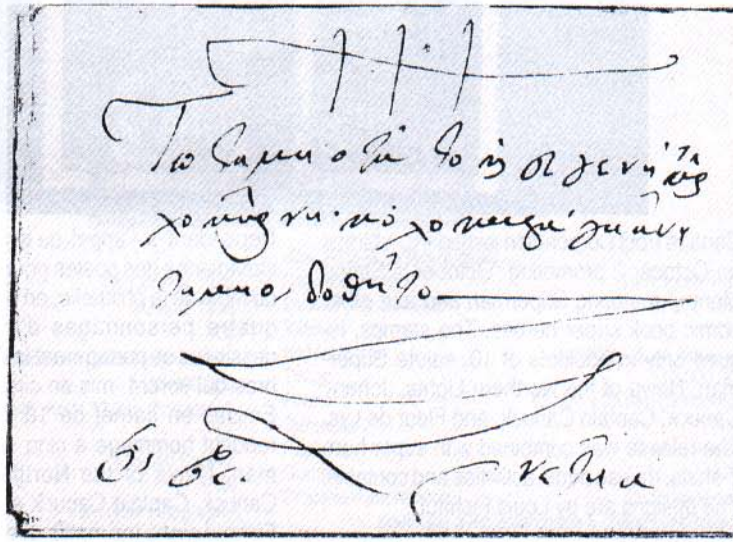
Mail from Corfu to Venice was entrusted to the ship's captain, who may have called at several ports on the way to Venice. An example dated December 29, 1689 (illustrated opposite at middle) was delivered on January 17, 1690, after 20 days at sea. Written in Greek, rather than the usual vernacular Italian, it points to an established Greek business community within the Republic. The letter carries a fine merchant's mark, and in the left corner, initials invoking God's guidance.

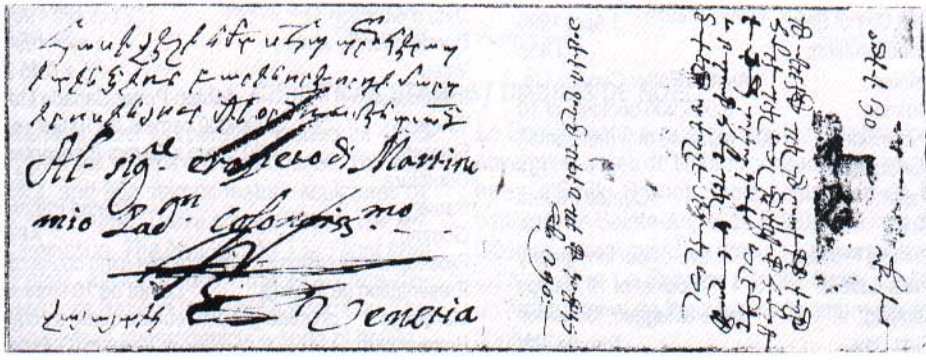
The tolerance of the Venetians toward those living amongst them is shown by the presence of yet another foreign colony, the Armenians, who were concentrated on the island of St. Lazar in the lagoon. They maintained there their own Catholic church and hospice. There were several other Armenian institutions and a flourishing business community. A letter written on June 20, 1698 (illustrated opposite at bottom) arrived at its destination on June 30, 1698, 21 days later, allowing for the Julian calendar dating of the letter when sent and the Gregorian calendar on arrival. It was taxed 11 soldi at Venice.

Venice lost Crete to the Ottomans on September 26, 1669. There were some significant battle victories under the Doge Francesco Morosini. Unlike the early years of the seventeenth century, the later years ended in a peaceful manner.

(to be continued)







COMIC BOOK HEROES / LES HÉROS D'ALBUMS DE BANDES DESSINÉES



Canada Post Corporation issued five stamps on October 2 promoting "October is Stamp Month," featuring Superman and four other comic book super heroes. The stamps, issued only in booklets of 10, salute Superman, Nelva of the Northern Lights, Johnny Canuck, Captain Canuck, and Fleur de Lys. The release was combined with super hero T-shirts, mouse pads, activities and contests. The designs are by Louis Fishauf.

Specifications:

Date of Issue:	2 October 1995
Last Day of Sale:	1 April 1996
Denomination:	5 x 45¢
Printer:	Ashton-Potter Canada Ltd.
Quantity:	3,000,000 booklets of 10
Dimensions:	30.5 mm x 40 mm (horizontal)
Perforation:	13+
Paper:	Coated Papers
Gum:	PVA
Printing Process:	five-colour lithography
Pane Layout:	booklet of 10 stamps
Tagging:	general tagged, four sides
First Day:	Toronto, ON

Répondant à l'appel qu'avait lancé la Société canadienne des postes pour aider à la promotion du Mois de la philatélie, en octobre, Superman et quatre personnages d'albums de bandes dessinées se partageront la vedette sur des timbres qui seront mis en circulation le 2 octobre. Émises en carnet de 10 timbres, les timbres rendent hommage à cinq super-héros : Superman, Nelva of the Northern Lights, Johnny Canuck, Captain Canuck et Fleur de Lys. Louis Fishauf signe les motifs des timbres.

Spécifications techniques :

Date d'émission :	2 octobre 1995
Dernier jour de vente :	1 avril 1996
Valeur :	5 x 0,45 $
Imprimession :	Ashton-Potter Canada Ltd.
Tirage :	3,000 000 carnets de 10 timbres
Format :	30,5 mm x 40 mm (horizontal)
Dentelure :	13+
Papier :	Coated Papers
Gomme :	APV
Procédé d'impression :	lithographie (cinq couleurs)
Présentation de feuillets :	carnet de 10 timbres
Marquage :	procédé général, sur les quatres côtés
Premier jour :	Toronto (Ontario)

UNITED NATIONS / NATIONS UNIES

Canada Post Corporation issued a stamp on October 24 to honour the 50th anniversary of the United Nations. The release date coincides with the 50th anniversary of the United Nations charter entering into force. The stamp, designed by Les Holloway and Richard Kerr of Design Source in Toronto, depicts Prime Minister William Lyon Mackenzie King signing the charter with flags of various UN member countries in the background. A 60 mm header above the stamps on each sheetlet of 10 illustrates Canadian UN achievements from 1945 to 1995.

Le 24 octobre, la Société canadienne des postes émettra un timbre soulignant le 50e anniversaire des Nations Unies. La date d'émission coïcide avec l'anniversaire de l'entrée en vigueur de la Charte des Nations Unies. Conçu par Les Holloway et Richard Kerr, de la maison Design Source, à Toronto, le timbre illustre le premier William Lyon Mackenzie King en train de signer la Charte des Nations Unies. rée. À l'arrière-plan, on aperçoit divers drapeaux des pays membres de l'organisation. Une bordure de 60 mm surmonte le feuillet de timbres, et présente une chronologie des réalisations canadiennes au sein des Nations Unies entre 1945 - 1995.



Specifications:

Date of Issue:	24 October 1995
Last Day of Sale:	23 April 1996
Denomination:	45¢
Printer:	Canadian Bank Note Co. Ltd.
Quantity:	15,000,000
Dimensions:	45 mm x 33 mm (horizontal)
Perforation:	13+
Paper:	Coated Papers
Gum:	PVA
Printing Process:	six-colour lithography plus one-colour foil stamping
Pane Layout:	sheetlets of 10 stamps
Tagging:	general tagging, four sides
First Day:	Ottawa, ON

Spécifications techniques :

Date d'émission :	24 octobre 1995
Dernier jour de vente :	23 avril 1996
Valeur :	0,45 $
Imprimession :	Canadian Bank Note Ltd.
Tirage :	15 000 000
Format :	45 mm x 33 mm (horizontal)
Dentelure :	13+
Papier :	Coated Papers
Gomme :	APV
Procédé d'impression :	lithographie (six couleurs) avec estampage à chaud (une coleur)
Présentation de feuillets :	feuillet de 10 timbres
Marquage :	procédé général, sur les quatres côtés
Premier jour :	Ottawa (Ontario)

CHRISTMAS STAMPS / TIMBRES DE NOËL

Canada Post Corporation issued its 1995 Christmas stamps on November 30. The 45¢, 52¢, and 90¢ stamps feature sculptures by Émile Brunet. These stamps depict *The Annunciation, The Natvity,* and *The Flight from Egypt,* all located on the Ste-Anne-de-Beaupré Basilica, east of Quebec City. The Greetmore stamp depicts a sprig of holly.

La Société canadienne des postes émettra, le 2 novembre, un jeu de timbres consacré aux sculptures d'Émile Brunet. Trois sculptures de la basilique de Sainte-Anne -de-Beaupré, à l'est de Québec, seront mises en valeur : *L'Annonciation, La Nativité* et *La Fuite en Égypte.* Cette année, un arrangement de houx ornera le timbre Poste-bonheur.



Specifications:

Date of Issue:	2 November 1995
Last Day of Sale:	1 May 1996
Denomination:	40¢, 45¢, 52¢, 90¢
Printer:	Canadian Bank Note Co. Ltd.
	40¢ Greetmore - Ashton-Potter Canada Ltd.
Quantity:	45¢: 38,000,000
	52¢ and 90¢: 8,850,000
Stamp Packs:	40¢: 3,894,000 packs
	45¢: 3,570,000 packs
	52¢ and 90¢: 870,000 packs
Dimensions:	40¢: 40 mm x 26 mm (horizontal)
	45¢, 52¢, 90¢: 36 mm x 30 mm (vertical)
Perforation:	13+
Paper:	Coated Papers
Gum:	PVA
Printing Process:	
	40¢: five-colour lithography
	45¢, 52¢, 90¢: six-colour lithography
Pane Layout:	
	45¢, 52¢, 90¢: 50 stamps
Stamp Pack Layout:	
	40¢, 45¢: 10 stamps
	52¢, 90¢: 5 stamps
Tagging:	general tagging, four sides
First Day:	40¢: Ottawa, ON
	45¢, 52¢, 90¢: Sainte-Anne-de-Beaupré, QC

Spécifications techniques :

Date d'émission :	2 novembre 1995
Dernier jour de vente :	1 mai 1996
Valeur :	0,40 $, 0,45 $, 0,52 $, 0,90 $
Imprimession :	Canadian Bank Note Ltd.
	0,40 $: Ashton-Potter Canada Ltd.
Tirage :	0,45 $: 38 000 000
	0,52 $ et 0,90 $: 8 850 000
Carnets :	0,40 $: 3 894 000 carnets
	0,45 $: 3 570 000 carnets
	0,52 $ et 0,90 $: 870 000 carnets
Format :	0,40 $: 40 mm x 26 mm (horizontal)
	0,45 $, 0,52 $, 0,90 $: 36 mm x 30 mm (vertical)
Dentelure :	13+
Papier :	Coated Papers
Gomme :	APV
Procédé d'impression :	
	0,40 $: lithographie (cinq couleurs)
	0,45 4, 0,52 $, 0,90 $: lithographie (six couleurs)
Présentation de feuillets :	
	0,45 $, 0,52 $, 0,90 $: 50 timbres
Présentation de feuillets de carnets :	
	0,40 $ et 0,45 $: 10 timbres
	0,52 $ et 0,90 $: 5 timbres
Marquage :	
	procédé général, sur les quatres côtés
Premier jour :	0,40 $: Ottawa (Ontario)
	0,45 $, 0,52 $, 0,90 $: Sainte-Anne-de-Beaupré

LA FRANCOPHONIE

On November 6 Canada Post issued a stamp to commemorate La Francophonie on the 25th

À l'occasion du 25e anniversaire de l'Agence de coopération culturelle et technique (ACCT), la

anniversary of the Agency for Cultural and Technical Cooperation (ACCT).

Specifications:

Date of Issue:	6 November 1995
Last Day of Sale:	4 May 1996
Denomination:	45¢
Printer:	Ashton-Potter Canada Ltd.
Quantity:	15,000,000
Dimensions:	40 mm x 30 mm (horizontal)
Perforation:	13+
Paper:	Coated Papers
Gum:	PVA
Printing Process:	four-colour lithography
Pane Layout:	20 stamps
Tagging:	general tagging, four sides
First Day:	Ottawa, ON

Société canadienne des postes émettra, le 6 novembre, un timbre en hommage à la Francphonie.

Spécifications techniques :

Date d'émission :	6 novembre 1995
Dernier jour de vente :	4 mai 1996
Valeur :	0,45 $
Imprimession :	Ashton-Potter Canada Ltd.
Tirage :	15 000 000
Format :	40 mm x 30 mm (horizontal)
Dentelure :	13+
Papier :	Coated Papers
Gomme :	APV
Procédé d'impression :	lithographie (quatre couleurs)
Présentation de feuillets :	20 timbres
Marquage :	procédé général, sur les quatres côtés
Premier jour :	Ottawa (Ontario)





HOLOCAUST / L'HOLOCAUSTE

Canada Post Corporation issued a stamp on November 9 commemorating the 50th anniversary of the end of the Holocaust. The date coincides with the anniversary of Germany's *Kristallnacht* in 1938, during which synagogues were burned and property destroyed.

Specifications:

Date of Issue:	9 November 1995
Last Day of Sale:	8 May 1996
Denomination:	45¢
Printer:	Ashton-Potter Canada Ltd.
Quantity:	15,000,000
Dimensions:	48 mm x 30.5 mm (horizontal)
Perforation:	13+
Paper:	Coated Papers
Gum:	PVA
Printing Process:	six-colour lithography
Pane Layout:	20 stamps
Tagging:	fluorescent coated paper
First Day:	Ottawa, ON

Le 9 novembre, la Société canadienne des postes émettra un timbre commémorant le cinquantaire de la fin de l'Holocauste. La date d'émission coïncide avec l'anniversaire de la *Kristallnacht* de 1938 en Allemagne : nuit au cours de laquelle des synagogues ont été incendiées, des biens appartenant aux Juifs ont été pillés ou détruits.

Spécifications techniques :

Date d'émission :	9 novembre 1995
Dernier jour de vente :	8 mai 1996
Valeur :	0,45 $
Imprimession :	Ashton-Potter Canada Ltd.
Tirage :	15 000 000
Format :	48 mm x 30,5 mm (horizontal)
Dentelure :	13+
Papier :	Coated Papers
Gomme :	APV
Procédé d'impression :	lithographie (six couleurs)
Présentation de feuillets :	20 timbres
Marquage :	papier fluorescent
Premier jour :	Ottawa (Ontario)

CANADIAN STAMPS

Choice Classics to Modern Varieties







WANTED CANADIAN ERRORS!





TOP PRICES PAID

Our Current Price List of CANADIAN STAMPS

FREE ON REQUEST

SASKATOON STAMP CENTRE

P.O. Box 1870, Saskatoon, SK, S7K 3S2

Phone: (306) 931-6633 ***Fax:*** (306) 975-3728

North America Call **TOLL FREE 1-800-667-6900**

Society Reports / Rapports de la Société

Member Services Column

by George W. Vandenberg

One of the services of the Royal which I value greatly is our sales circuit. When George Krajewski took over the circuit nearly four years ago, he and I spent a lot of time discussing various aspects of the circuit and started gathering statistics on the circuit and analyzing its operations. One problem which we encountered was that the sales book system was a very inefficient way in which to handle inexpensive items. A large number of problems in the circuit came from the handling of inexpensive stamps and low value books.

The one view that we both agreed upon was that the elimination of inexpensive stamps by the sales department was not desirable. Thus, we set out to experiment with alternatives. The first alternative chosen was our "nickel circuit" in which all stamps were priced at 5 cents each. This approach, while it works, is not without problems of its own.

In order to improve the sales department services, I am proposing several additional alternatives. Before these services are taken on as part of the regular sales circuit, I will be running them on an experimental basis to get the bugs out before transferring the service to Molly Krajewski.

There will be four new services:

1. Inexpensive packet service
2. Specialist service
3. Large piece service
4. Cover service

Inexpensive packet service: This service would consist of packets of inexpensive stamps by country (later by topic as well). The packets would consist of 100 stamps for stamps cataloguing 15 cents or less (i.e. 5 cents each), or 50 stamps for stamps cataloguing 16 cents to 30 cents each (i.e. 10 cents each cost). If you don't have enough of a given country to make a packet, make a partial packet. All stamps should be off paper. Please no world wide. Also, please try to stay with one country per packet. All packets should be in #4 (3 1/4 x 4 7/8) glassines with no fillers. Do not make mixed packets of 5 and 10 cent per stamp values as these pose a control problem.

The top of the glassine should appear as follows (please print):

blank space Country $___.__

The bottom of the glassine should be as follows:

your RPSC number number of stamps value per stamp

Anyone wishing to buy from the circuit should send a letter stating the country requested and a cheque per packet of $5.48 (which includes postage of 48¢), $5.56 USA or $5.97 anywhere else in the world, payable to the RPSC.

Since the circuit is for material with very little appreciation value and in order to keep costs down, material will not be returned to owners except after a very long period such as five years (at owners expense). Payment to owners will be done quarterly. The commission per packet will be 20% and will go to the sales department as part of its revenues.

Specialist service: When a collector is preparing a specialist collection of one stamp (be it plating, cancellations, colours, etc.) one of the problems faced is the acquisition of sufficient material for study. For various reasons the collector (or seller) may wish to remain anonymous or simply does not know where the material is. Sales circuits tend to contain only one copy of any item and for less expensive stamps the nickel service and the packet service may not necessarily contain multiple copies. The items desired may take a long time to accumulate at auction (or never appear in sufficient quantity), or require a lot of time sorting through stocks. I am proposing a clearing service for the collectors and those with material to sell. It would work as follows:

A. Collectors could write me with their specialist requirements for a stamp or series. We set an agreed

price and quantity. Collector pays postage by Royal to sellers. Less expensive items will be priced in the same way as the packet service.

B. Buyers let me know what specialist areas they can supply.
C. I write a standard letter to those in B setting out the requirement and price.
D. I list the requirements received in *The Canadian Philatelist* after steps B and C are completed.
E. Sellers ship to Royal.
F. Royal notifies potential buyer of costs.
G. Buyer sends payment to Royal.
H. Royal sends material to buyer and net proceeds, less sales department commission, to seller.

Large piece service: Our current sales circuit books can not handle pieces which are larger than 8 1/2 x 5 1/2 inches. Thus, a collector seeking these pieces can not turn to the sales circuit. Nor can our vendors. Persons wishing to acquire these pieces should write to me telling me the countries they require. This service will work like the regular service in terms of charges and mailing.

Sellers should use large glassines and labels similar to the packet service. All pieces should be covered entirely by a large glassine. If the item is too large for this please contact me for alternative arrangements.

Cover service: Covers will be dealt with in the same manner as large items. They must be covered by glassines. It is possible to make up packets of covers. Minimum value of covers per glassine should be $2.00. The commission for sellers, and postage charges for buyers, will be the same as for the regular sales circuit.

Since all the foregoing sales services are experimental, all requests and material should be sent to my address. I eagerly await your comments and suggestions about these services.

George W. Vandenberg
Box 338
Ajax, Ontario
L1S 3C5

From Michael Millar, Anti-Theft Committee Chairman....

WHAT TO DO IF YOUR COLLECTION IS STOLEN

1. Call the police immediately.
2. Give the police as much information as you can about the beak in, such as:

— Has there been any suspicious activity in your neighbourhood in the days or weeks before the break in. For example, suspicious phone calls where the caller hangs up when you answer, people you don't recognize calling at your door with big deals on cleaning for carpets, upholstery, and duct work, or representatives "who just happen to be in the area" offering aluminum siding, home renovations, driveway or roofing work.

— Have there been any strange vehicles cruising your neighbourhood? If so, make a note of licence plate numbers, vehicle makes and models.

— Supply the police with a rough list of what has been taken, and whether other items besides your stamps are missing.

3. Ask the police to give you their Occurrence Number.
4. Call the RPSC ANTI-THEFT COMMITTEE AT (705) 726-5019.

— Give me your name, address, and phone number; the date and time of the break in (or as close as you can estimate if the break in occurred while you were away for a period of several days or weeks; the name and phone number of the investigating police department or detachment; the name of the investigating officer(s); and the police Occurrence Number.

— Give me as accurate a list of what has been taken as possible, with an estimate of value. This is where up-to-date inventory lists are really useful. Follow this up in writing as soon as you can.

— Let me know if coins are involved in the theft. The Secretary-Treasurer of the Canadian Numismatic

Association also lives in Barrie, and I will give him notification of your loss.

I would suggest that you take out separate insurance coverage on your philatelic holdings. If you are a member of the Royal, you can take advantage of the Society's coverage through Hugh Wood Canada Ltd. Hugh Wood is one of the largest carriers of philatelic insurance in the world—most of British and many Canadian stamp dealers are insured through this firm. For further details of the Royal's Insurance Plan contact Robin Dworetsky at Hugh Wood Canada Ltd., 2040 Yonge St., Suite 300, Toronto, ON M4S 1Z9; telephone (416) 481-4211; fax (416) 481-9132.

From Molly Krajewski, Sales Circuit Manager....

BUYING STAMPS THROUGH THE CIRCUIT

We have studied the various ways and means of circulating books, and have developed a method we think is the safest and cheapest way of sending small parcels to all parts of the country. We pack eight books in two stacks side by side, wrap them tightly in plastic, and then place them in an envelope, which is mailed by "green" registered letter mail. An important point is that our insurance accepts this method. The charges are $5.56 each way (including GST), and the fee is the same for any destination in Canada. Postage both ways is payable by the buyer requesting the books.

We are offering a direct circuit to all members of the Royal who do not have access to one of the Chapters to which we regularly send larger parcels. If you are interested in joining the direct circuit group we can send you a selection of books of countries of your choice. The frequency of mailing is quarterly. There is no minimum purchase since you may not like the stamps, but please bear in mind that the break even point for us is $30.

Please let me know if you would like us to start sending you circuits, and let us know your interests in detail. We select books to send with your interests in mind.

If you would like to see Nickel Boxes also, please ask me to send you the circuit list, then circle the numbers of the ones you would like to see and send me back the list.

NEW MEMBERS - NOUVEAUX MEMBRES

The following applications were received and are herewith published in accordance with the Constitution. If no adverse reports are received within thirty days of publication, applicants will be accepted into full membership. Any objections should be sent to: P.O. Box 929, Station Q, Toronto, Ont. M4T 2P1.

• requests address not be published (M) minor - activity guaranteed by parent or guardian (D) dealer

Les demandes d'adhésion ci-dessous ont été reçues et sont publiées en conformité avec la constitution. Si aucun commentaire adverse est reçu dans les trente jours qui suivent les postulants deviendront membres. Toute objection devra étra communiquée à la C.P. 929, Succursale Q, Toronto (Ontario) M4T 2P1.

• demande que son adresse ne soit pas publié (m) mineur-activités philatéliques garanties par un parent ou un tuteur (M) marchand

26323 Mr. Joel H. Greenberg
Mint NH OG, Canada and Provinces

26324 Mr. Dennis C. McMahon
7032 Fourth Avenue
Brooklyn, NY 11209 USA

26325 Mr. Peter K. Schirmacher
5 Durbin Court
Kanata, ON K2L 3T6
Canada, Germany

26326 Mr. Thomas R. Hughes
R R 2, Box 6, Site 23
Bathurst, NB E2A 3Y6
Canada and Provinces, St. Pierre & Miquelon, Iceland

26327 Mr. Denis A. Leblanc
437 Jackson St. West
Hamilton, ON L8P 1N3
Worldwide, Topicals, British Commonwealth

26328 Mr. Sam Calnek
209 Gloucester Sq.
Pickering, ON L1V 3P5
Canada Matched Sets, Plate Blocks, Jamaica

26329 Mr. Keith H. Lauzon
8950 Wyandotte St. E., Apt. 305
Windsor, ON N8S 1V3
Early covers of Essex County, Ont.; fancy cancels; France; Berlin

26330 Mr. John P. Kohan-Matlick
Canada VF-XF, Hawaii, covers, proofs

26331 Mr. Clifford Duquette
175 Arctic Drive
Thompson, MB R8N 1Y2

RESIGNATIONS - DÉMISSIONS

BLAU, Fred (23336) Chicago, IL USA
BRUNSKILL, Gordon B. (13981) Surrey, BC
BULL, John George (18060) HONG KONG
DONSKU, Leon (10706) St. Catharines, ON
GAUMOND, Elise L. (15274) Montmagny, QC
GIUFFRE, Nick (26162) Toronto, ON
GRAY, Vincent P. (19783) Don Mills, ON
HADDELAND, Magne (23142) Lyngdal, NORWAY
HEAP, John F. (23343) Guelph, ON
HORTON, Samuel J. (13208) N. Vancouver, BC
HUET, Mauril (26232) Gaspé, QC
JANSSEN, Joanne P. (23235) Haarlem, NETHERLANDS
KITFIELD, Edward (19493) Durham, NH, USA
LAYMAN, Terrill G. (236045) Arlington, WA USA
MARTIN, Rinette (26087) St. Basile, NB
MAY, Denny R. (20967) Edmonton, AB
McGRATH, Edward J. (7853) St. Catharines, ON
MONTGOMERY, John (24799) New Westminster, BC
MOORLAG, Kornelius (23655) Keswick, ON
MORTIMER, John M. (10152) Toronto, ON
PRESTYKO, Robert (15060) Belle River, ON
RONDEAU, Maurice J. (25500) Hull, QC
SCHWARTZ, H.A.J. (12416) Edmonton, AB
SINGAPORE STAMP CLUB (26052) SINGAPORE
SMITH, Elinor M. (20962) Burlington, ON
STEVENS, Allan B. (7794) St. Catharines, ON
VAN IERSSEL, Harry C. (19268) Ames, IO USA
WIETHE, H.T. (20425) St. Catharines, ON
WINDSOR PUBLIC LIBRARY (12832) Windsor, ON

DROPPED FOR NON-PAYMENT OF MEMBERSHIP DUES

ADELMAN, Stan (25933) Toronto, ON
ASHMORE, James J. (24793) Victoria, BC
BAKER, Richard H. (25505) Toronto, ON
BIRKETT, Sidney (25916) Carterton, Oxon, UK
BRADLEY, Dr. John S. (23689) Calgary, AB
BRYDLE, Clyde (14629) South Porcupine, ON
CROWE, William H. (23043) Toronto, ON
DORNING, Murray (26182) St-Lambert, QC
FLOWERS, Keith (26203) Oakville, ON
FOSTER, Jerry (25505) Stoney Creek, ON
GINTZ, Gilbert (26172) Strasbourg, FRANCE
GROUMOUTIS, Ted (26218) Vancouver, BC
HARE, John H. (23393) Stanwood, WA USA
HARPELL, Rev. Ralph (24806) Sherbrooke, NS QC
HOPPENHEIM, Adam S. (24806) Montreal, QC
JOA, William A. (26180) White Rock, BC
LAVOIE, Patricia (26217) Ste-Elizabeth, QC
LISI, Leo (26219) St.-Leonard, QC
McCORMICK, Ralph E. (25619) Crocker, MO, USA
MIGNACCA, Robert A. (25619) Montreal, QC
MORIN, Dany (26189) Drummondville, QC
MORIN, Gilles (26212) Montreal Nord, QC
QUINTAL, Raymond (26213) Campbellton, NB
RAFFENSPERGER, Jody (26208) Aurora, ON
SGRO, Vincent C. (23007) Jackson, NJ USA
WIGHTMAN, William (26175)

DECEASED - NECROLOGIE

BERUBE, Georges (13275) Sainte-Foy, QC
FULLERTON, Elizabeth J. (19675) Leamington, ON
HEWITT, J.R. (15715) Peterborough, ON
MacLEOD, Murdo W. (8779) Thurso, QC
RASIC, Mirko (7192) Toronto, ON

REINSTATEMENTS

BEARNS, R. (25832) Paradise, NF
CORBOULD, Francis J. (25166) Simcoe, ON
FUNG, Chi-Kwong (24434) Scarborough, ON
GRIFFITH, Russell R. (25410) Yorkton, SK
KOLSTER, Arno N. (24667) Calgary, AB
McLAVERTY, Rev. John W. (25887) Willowdale, ON
MOFFAT, Marshall D. (22302) Delta, BC
ROSS, Stephen G. (24231) Trenton, ON
SCARAZZO, Richard D. (21857) Enola, PA USA
SCHATZ, Brian A. (25286) Young, SK
STERLING, Robert (24521) Delta, BC
THOMSON, Brian J. (24826) Saskatoon, SK
YOUNG, John L. (24839) St. Anthony, NF

CHANGE OF ADDRESS - CHANGEMENTS D'ADRESSE

ARFKEN, George B. (22387) Regency Oaks South, 2701 Regency Oaks Blvd., Apt. N504, Clearwater, FL 34619-1510 USA
BATE, Ian K. (25993) 3960 Meridian St., #F197, Bellingham, WA 98226-5548 USA
BENDALL, A.J. (7307) #40, 530 Marsett Place, Victoria, BC V8Z 7V2
BENSON, Philip W. (6158) Box 399, Stn. P, Toronto, ON M5S 2S9
BOLIK, Horst A. (23279) 106 Leo Blvd., Wasaga Beach, ON L0L 2P0
BOORD, Wayne A. (24416) 3577 Derry Rd. E., Apt. 406, Mississauga, ON L4T 1B3
CHALMERS, Mary Anne (25830) 77 Michigan Ave., Brampton, ON L6Y 4P1
DOUCET-JONES Partners & Associés, 3914 Autumnwood St., Gloucester, ON K1T 1C1
DOWSLEY, Neil F. (16054) 1673 Longacre Drive, Victoria, BC V8N 2M9
EDDY, Keith (26298) 78 Palomino Dr., Kanata, ON K2M 1N3
FINNERTY, Thomas G. (24358) 278 Manning St., Hudson, MA 01749 USA
GARRETT, R. (23014) 40 Arch St., Johnson City, NY 13790-2102 USA

GOEBEL, Martin G. (15377) 79 Highland Dr., St. John's, NF A1A 3C3
HAGAN, Harry E. Jr. (10213) 7820 Bethel Road, Gainsville, GA 30506-3935 USA
HAMEL, Denis (19184) 1505 - 15 Maitland Place, Toronto, ON M4Y 2X3
HIMKA, John Paul (24283) 10433 - 86 Avenue, Edmonton, AB T6E 2M4
JENSEN, Peter (13256) #72, 3260 East 58th Ave., Vancouver, BC V5S 3T3
KOJOIAN, Martin (23775) Box 40525, Kirkland, QC H9H 5G8
KOKE, Joseph A. (8636) 216 - 405 Quebec Street, Victoria, BC V8V 4Z2
KRIZ, John Jerome III (12641) 1370 Ponus Rdg, New Canaan, CT 06840-3426 USA
KROUSE, Donald Roy (19339) 2043 Ungava Rd. N.W., Calgary, AB T2P 4B3
LAMBIE, John C.S. (13924) 74 Femson Cres., Yorkton, SK S3N 3S5
LAYCOCK, Peter (14023) Coca-Cola, Southern Africa DL, Box 9999, Johannesburg, SOUTH AFRICA 2000
LEMIRE, Robert J. (17047) Box 1870, Deep River, ON K0J 1P0
MARJERRISON, Gordonn K. (24915) 3280 Percy Ave., Val Caron, ON P3N 1A3
McFATRIDGE, Eric (25763) 13 Wells Place, Stephenville, NF A2N 3R6
MURATA, Taketo (13258) Box 642, Don Mills, ON M3C 2T6
MURRAY, Melvyn D. (24741) 245 North Burritt Ave., Buffalo, WY 82834-1603 USA
PARSONS, Frank (9247) 349 Cinnamon, TN 38117-4006 USA
PAUL, Gary (23752) 18187 Island Rd., R R 2, Martintown, ON K0C 1S0
PEKONEN, William (26159) 201, 7300 Moffatt Rd., Richmond, BC V6Y 1X8
PERRON, Bertrand (25953) C.P. 146, La Sarre, QC J9Z 2X4
POTVIN, Andre E. (16005) 1371 du Printemps, App. 2, Ste-Foy, QC G2G 2L5
RUMMENS, Dr. Frans H.A. (14882) The Birkenshaw, Suite 1014, 605-13th Ave. S.W., Calgary, AB T2R 0K6
SAWITZKI, Michael (15730) 2142 Oakmead Blvd., Oakville, ON L6H 5N6
SKLARUK, Joseph A. (26155) 5 Parkway Forest Drive, Ste. 217, North York, ON M2J 1L2
STOBERNACK, Dr. J. (24704) 18 Rideau Dr., Bathurst, NB E2A 4Y8
TOOMBS, Robert L. (8712) 5 Deeth Dr., Etobicoke, ON M9P 2J6
VARCHOL, Ed F. (23651) Box 1446, Vernon, BC V1T 6N7
WEAR, James M. (19409) #243, 4037 - 42 St. N.W., Calgary, AB T3A 2M9
WILLIAMS, Charles B. (25423) 617 - 19th Ave. S. #3, Minneapolis, MN 55454-1216 USA
WILLIAMSON, Virgil C. (21336) 1401 S. Main St., Trlr. 103, Mitchell, SD 57301-4764 USA
ZEMAN, Otto Franz (13025) Apt. 702 - 150 Queen St. S., Kitchener, ON N2G 4T7

??WHY PAY MORE??

- **20% to 40% discount (sometimes more!!!) on ALL supplies and accessories!**
- **Quality worldwide / topical stamp packets. Selection of Canada plate blocks. Canada year sets, etc....**
- **Upcoming in January 1996: Our first ever mail auction, featur ingall price ranges and a little something for every budget.**
- **Free lists and auction catalogue on request.**

DTS International Enr.
C.P. 84014
Gatineau (Québec)
Canada J8P 7R8

THE POSTAL HISTORY SOCIETY OF CANADA invites APPLICATIONS FOR MEMBERSHIP

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

The 200-page special CAPEX '87 15th Anniversary issue is still available at $15.00 Cdn., postpaid anywhere in the world.

For more information and application forms, write the Secretary:

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

COMING EVENTS / CALENDRIER

NATIONAL EXHIBITIONS - EXPOSITIONS NATIONALES

1996

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

MAY 4 - 5: ORAPEX 1996, Ottawa's National Stamp Exhibition, sponsored by R.A. Stamp Club, at Hockey Rink, R.A. Centre, 2451 Riverside Drive, Ottawa. Sat. 10 am to 6 pm, Sunday 10 am to 4 pm. Free admisiion and parking.

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.

1996

FEBRUARY 10: BURLPEX '96, the 15th annual exhibition and dealer bourse sponsored by the Burlington Stamp Club, at Appleby Mall (corner of Appleby Line and New St., Burlington), from 9:30 am to 5:30 pm. Information: Frank Haller, 430 Belvenia Rd., Burlington, ON L7L 2G6.

FEBRUARY 17 - 18: Cancellation: the NIPEX 96 show, scheduled for these dates in Niagara Falls, Ont., had to be cancelled for 1996 due to hall booking problems.

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

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 16: NYPEX 96, annual show of the North York Philatelic Society, at Goulding Community Centre (Lariviere Rd. & Goulding Ave., 3 blocks south of Steeles Ave., west of Yonge). TTC stop close by. Dealers, exhibits, club sales circuit, and bid board. 10 am to 5 pm. Free admission and parking. Information from show chairman: 34 Seaton Drive, Aurora, ON L4G 2K1, (905) 727-6993.

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.

APRIL 20: Annual Exhibition of the Kitchener-Waterloo Philatelic Society (Chapter 13), at Albert McCormick Arena, Parkside Drive, Waterloo, Ontario. Information: Betty Martin, Box 43007, Eastwood Square P.O., Kitchener, ON N2H 6S9, (519) 578-7782.

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.

SEPTEMBER 28: MILTON STAMP FAIR, hosted by the Milton Stamp Club, at Milton Seniors Activity Centre, Milton, ON 10 am to 5 pm. Information: (905) 878-1533 or (905) 878-9076.

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, FIP sanctioned World Youth Philatelic Exhibition, at Bandung, Indonesia. Information from the Canadian Commissioner: Mr. Denis Hamel, 2109 - 15 Maitland Pl., Toronto, ON M4Y 2X3.

MAR. 25 - APR. 6: ATHENS (1896-1996), a special International Exhibition celebrating the 100th anniversary of the first modern Olympic Games, which were held at Athens. Information from the Canadian Commissioner: Mr. Alan Hanks, 34 Seaton Drive, Aurora, ON L4G 2K1.

MAY 4 - 12: 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.

JUNE 8 - 16: CAPEX '96, an FIP WORLD PHILATELIC EXHIBITION, at the Metropolitan Convention Centre, Toronto, Ont. Prospectus, trade brochure and Bulletins are 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.

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. Information from the Canadian Commissioner: Alan J. Hanks, 34 Seaton Dr., 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. 27 - OCT. 6: ISTANBUL '96, FIP sponsored international exhibition in Istanbul, Turkey. Canadian Commissioner: James E. Kraemer, 17 Commanche Dr., Ottawa, ON K2E 6E8.

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.

1998

MAY 13 - 21: ISRAEL '98, International Show held under FIP patronage in Tel Aviv, Israel. Information from the Canadian commissioner: Mr. Wm. G. Robinson, 5830 Cartier St., Vancouver, BC V6M 3A7.

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. Information: 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.

KAWARTHA PHILATELIC SOCIETY

Chapter 58, R.P.S.C. Meetings 2nd and 4th Tuesdays September through June (excluding 4th Tuesdays in December and June). Meetings 7 pm at St. Peters High School. Information: Lloyd Mosher, 1269 Royal Drive, Peterborough, ON K9H 6R6.

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 Boundary Community School Library, 750 East 26th Street, North Vancouver BC. Visitors are always welcome. For the current meeting schedule and information, write: 2500 Kilmarnock Crescent, North Vancouver, BC V7J 2Z5, or call (604) 985-2810 or (604) 987-1670.

NORTH YORK PHILATELIC SOCIETY

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

NOVA SCOTIA STAMP CLUB

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

OAKVILLE STAMP CLUB

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

OTTAWA PHILATELIC SOCIETY

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

OXFORD PHILATELIC SOCIETY

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

PENTICTON AND DISTRICT STAMP CLUB

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

R.A. STAMP CLUB - OTTAWA

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

REGINA PHILATELIC CLUB

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

ROYAL CITY STAMP CLUB

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

SAINT JOHN STAMP CLUB

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

ST. JOHN'S PHILATELIC SOCIETY

Meets 2nd and 4th Wednesdays (except July and August), 8 pm at Cabot Institute. Visitors welcome. 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.



PUBLIC AUCTIONS
CATALOGUE ON REQUEST

- AT LEAST FOUR MAJOR SALES A YEAR.
- WORLDWIDE BUT FEATURING CANADA.
- STAMPS, COVERS, PROOFS, COLLECTIONS AND LOTS.

PRIVATE TREATY - with our Worldwide clientele, we can sell any property that is priced fairly in today's Market.

COLLECTIONS PURCHASED - Our interest is in better Canadian collections of Postal History, Cancels and Pre 1950 Stamps.

RETAIL STOCK - One of the largest stocks of British North America. Visit our downtown location or try our Approval Service.

(OUR 43rd YEAR)

JIM A. HENNOK LTD.

185 Queen St. East • Toronto, Ontario, Canada M5A 1S2
(416) 363-7757 • Fax (416) 365-9932

FOR SALE

The military collections
of the late
Major E.R. (Ritch) Toop,
FRPSC
— Single items or
by groupings —

R.F. Narbonne
GREENWOOD STAMP CO.
216 MAILEY DRIVE
CARLETON PLACE, ON
K7C 3X9
(613) 257-5453

CLASSIFIED / ANNONCES CLASSÉES

RATES: 15 CENTS PER WORD; MINIMUM CHARGE $3.00 PER INSERTION. BOXED CLASSIFIED $12.00 / COLUMN-INCH. PLEASE INDICATE DESIRED HEADING. CLASSIFIED ADS MUST BE PAID IN ADVANCE. GST MUST BE PAID ON CLASSIFIED ADS.

C.P. CLASSIFIEDS
P.O. BOX 121
ELORA, ONT. N0B 1S0

ACCESSORIES

20% to 40% DISCOUNT (sometimes more!!!) on ALL supplies and accessories. Write today for your free price list. DTS INTERNATIONAL ENR., C.P. 84014, GATINEAU, QUEBEC J8P 7R8.

BRITISH COMMONWEALTH

GOOD SELECTION of sets and singles. mint and used. Personal, prompt service, with fair prices. Please state interests. Active Buyer. Polaris Stamps, Box 2063, Stn. A, Sudbury, ON Canada P3A 4R8; (705) 566-0293.

AUSTRALIA! NEW ZEALAND! 70 Different Australia only $1 introduces attractive Australian/New Zealand approvals. Returns postpaid. Wantlists welcomed. Cheltenham, Box 5737R, Bethesda, Maryland 20824 U.S.A.

CANADA

CANADIAN STAMP ACCUMULATION for sale with many pre-war issues, sets, plate blocks, high number plates. Many fine mint and fine used—also provinces including Vancouver Island. Write to Canadian Stamps, 62 Leggett Ave., Weston, ON M9P 1K4 if interested in seeing the lot. For total sale only—no divisions.

48 PAGE CANADA, NEWFOUNDLAND, PROVINCES PRICELIST free to serious adults. Mint, used, plates, coils, booklets, panes, minisheets, tagged, airmails, dues, specials, officials, centennials, registrations. Philip Horowitz (ASDA since 1956), Box 4117, Sunnyside, NY 11104.

CANADA AT 50% OFF (most). Excellent selection of mint and used, coils, FDC, FFC, RPO covers, Ontario covers, fancy cancels, Etc. Active buyer. Polaris Stamps, Box 2063, Stn. A, Sudbury, ON Canada P3A 4R8; (705) 566-0293.

FOREIGN

GERMANY, BERLIN, DDR: 1955 to present, MNH, used, FDC and ETB, year sets or individual stamps. Send want lists. Emil Talacko, 1712 Avenue Road, Box 54600, Toronto ON M5M 4N5.

STRIPPED FROM COLLECTIONS. Nothing recent. Advise collecting interests. Most areas available. Custom made, individually picked super value lots, $25.00 each. Philip Horowitz (ASDA since 1956), Box 4117, Sunnyside, NY 11104.

WIDE SELECTION of countries. Many sets and singles, both mint and used in stock. I offer quick, personal service combined with reasonable prices. Please state your requirements. Active buyer. Polaris Stamps, Box 2063, Stn. A, Sudbury, ON Canada P3A 4R8; (705) 566-0293.

FOR SALE

3 SIGNATURE SOUVENIR SHEETS of the Youth Exhibition in Montreal 1992. $100.00 each. K. Zografopoulos, (705) 671-0177.

LITERATURE

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

MAIL BID SALES

FREE MAIL BID SALE CATALOGUES featuring all price ranges. U.S., B.N.A., British, Europe, Asia, worldwide, classics. VISA/MC accepted. Philip Horowitz (ASDA since 1956), Box 4117, Sunnyside, NY 11104.

FREE CATALOGUE. Canada, US, Commonwealth, Worldwide. No 10% surcharge. Friendly, personal service. Order today. LBJR, Box 264, Nelson, BC V1L 5P9.

MAIL ORDER

NEWFOUNDLAND, CANADA, USA, British Commonwealth mint and used stamps at discount prices. No GST. Free price lists. Want lists welcome. REG'S STAMPS, Box 26129, Nepean, ON K2H 9R6.

FILL THOSE GAPS of Canada, Australia, United States, Great Britain. Request today free price lists by mail or fax. Robert Millman, 105-6655 Lynas Lane, Richmond, BC V7C 3K8; Fax (604) 594-4155.

STAMP PACKETS

QUALITY STAMPPACKETS. Listed by countries and topicals. Free price list. DTS INTERNATIONAL ENR., C.P. 84014, GATINEAU, QUEBEC J8P 7R8.

WANTED

WANTED: CANADIAN FIP SOUVENIR CARDS: No. 1 WIPA 1981 used; No. 2 ESSEN 1982 used; No. 3 PHILEXFRANCE 1982 used; No. 5 AUSIPEX 1984 used; No. 6 ITALIA 1985 used; No. 7 AMERIPEX 1986 mint & used; No. 8 STOCKHOLMIA 1986 mint & used; No. 9 CAPEX 1987 mint; No. 11 FINLANDIA 1988 mint. Also any Travelers Club "Presenting" cards at $2.00 each and Canadian crash covers within, to or from Canada. Contact Major (Ret.) Dick Malott, 16 Harwick Crescent, Nepean ON K2H 6R1.

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.

KINGSTON

- Wanted to Buy -

Early covers with cancels to or from Kingston

Pictures of early Post Offices, including the Market House, built in 1846

Wanted: Information relative to the addresses of early Post Offices, and the names and terms of office of Postmasters.

N. GOODGER
454 West Mile Road
London, Ontario
N6H 3M2

CINDERELLAS - Especially Canadian Taylor" creations, college stamps, local posts, express companies, advertising labels, and odds and ends. Also worldwide classic phantoms and cinderellas. No Christmas or revenues please. Keith R. Keith R. Spencer, 5005 Whitemud Road, Edmonton, AB T6H 5L2.

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.

LIST OF ADVERTISERS

4	Bileski, K.
cover	Canada Post
14	Canadian Stamp Dealers Assoc.
34	Canadian Stamp News
10	Collectors' Supply House
33	Canadian Philatelic Society of GB
26	Darnell, Inc.
73	DTS International
12	Eastern Auctions
2, 79	Greenwood Stamp Co.
78	Hennock, Jim A.
6	Lee, Robert A.
32	Lighthouse Publications
cover	Maresch, R. & Son (outside back)
8	NOVAPEX
73	Postal History Society of Canada
68	Saskatoon Stamp Centre
5	Sheffield, John
80	Vance Auctions
18	Wegg, George S. Ltd.

MAIL AUCTIONS
EVERY 6 WEEKS

* Canada and Provinces
* United States
* Br. Commonwealth
* Foreign
* Covers and Postcards
* Cancellations
* Collections
* Varieties and Errors

Write today for a free well illustrated copy of our next sale.

VANCE AUCTIONS LTD.

Box 267, Smithville
Ontario, Canada L0R 2A0
Telephone: 905-957-3364

COLLECTORS SHOULD BE TREATED AS WELL AS THEIR COLLECTIONS

NEVER MISS ANOTHER CANADIAN STAMP ISSUE OR PRODUCT!



LES COLLECTIONNEURS MÉRITENT D'ÊTRE AUSSI BIEN TRAITÉS QUE LEURS COLLECTIONS

PLUS JAMAIS VOUS NE MANQUEREZ UNE ÉMISSION DE TIMBRE-POSTE OU UN PRODUIT PHILATÉLIQUE!

PRESENTING • VOICI

LE COMPTE DU PHILATÉLISTE

Prestige™ MD

COLLECTOR'S ACCOUNT

Here's the easy and convenient way to collect Canadian stamps and stamp products – your **Prestige Collector's Account**.

Whether you collect mint stamps, Official First Day Covers, pre-stamped stationery, thematic Souvenir Editions, the annual *Souvenir Collection of the Postage Stamps of Canada*, or more... delivery comes directly to your address, automatically!

This standing order service also recognizes our **Prestige Collector's Account** customers with special offers and other benefits.

Open a **Prestige Collector's Account** today and receive a complimentary **Client Card.**

To apply, write to the **NATIONAL PHILATELIC CENTRE, ANTIGONISH NS B2G 2R8 CANADA.** Or, call toll-free from Canada **(1-800-565-4362)**; or from U.S.A. **(1-800-565-1336)**. From other countries, dial **(902) 863-6550.**



Voici la façon simple et pratique de collectionner les timbres et les produits philatéliques du Canada – **le Compte du philatéliste Prestige**. Que vous collectionniez les timbres à l'état neuf, les plis Premier jour officiels, les entiers postaux, les éditions-souvenirs thématiques, la *Collection-souvenir des timbres-poste du Canada*... on vous les livrera automatiquement!

Ce service de commande permanente comporte aussi des offres spéciales et d'autres avantages pour les titulaires du **Compte du philatéliste Prestige.**

Inscrivez-vous dès aujourd'hui et recevez gratuitement une **carte-client.**

Pour faire la demande, écrivez au **CENTRE NATIONAL DE PHILATÉLIE, ANTIGONISH NS B2G 2R8 CANADA,** ou composez sans frais, du Canada, le **1-800-565-4362** ou, des États-Unis, le **1-800-565-1336.** Si vous téléphonez d'un autre pays, composez le **(902) 863-6550.**

™ Trade-mark of Canada Post Corporation.
Program subject to change or withdrawal without notice.

MAIL POSTE

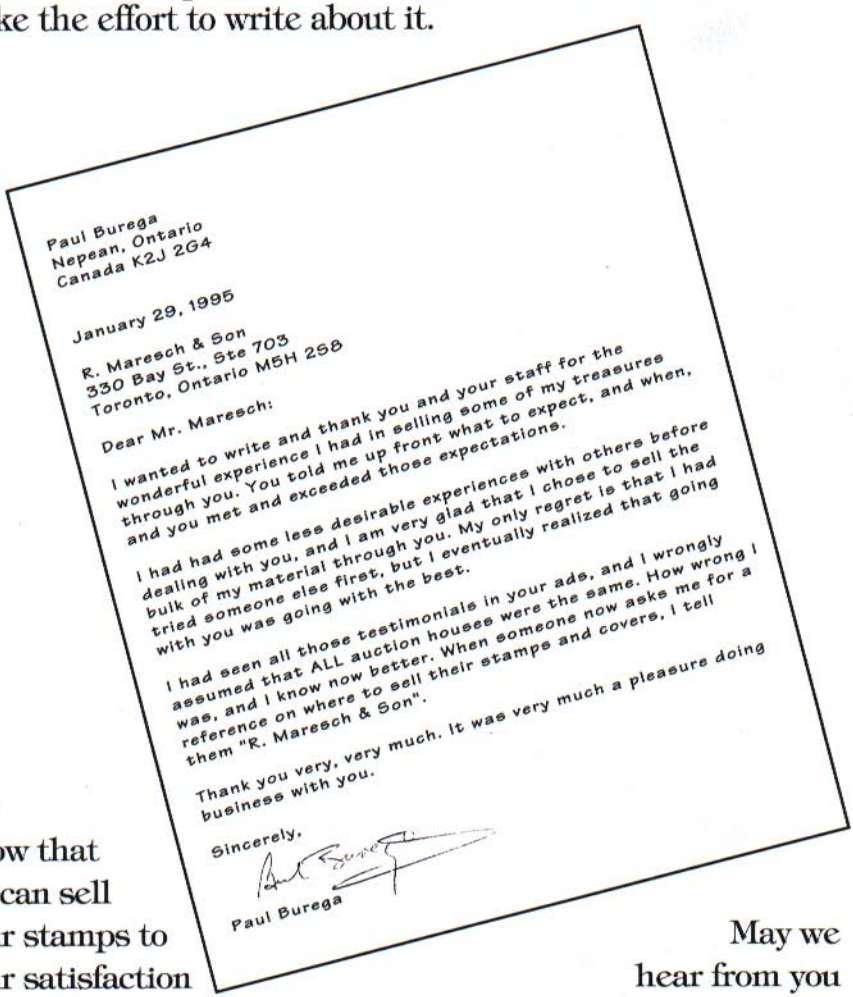
Canada Post Corporation / Société canadienne des postes

MD Marque déposée de la Société canadienne des postes
Ce programme peut être modifié ou annulé sans préa

93SP1

OUR VENDORS SPEAK

We sell the properties of 50 different owners in an average auction. All are pleased with what we do for them and some make the effort to write about it.



Paul Burega
Nepean, Ontario
Canada K2J 2G4

January 29, 1995

R. Maresch & Son
330 Bay St., Ste 703
Toronto, Ontario M5H 2S8

Dear Mr. Maresch:

I wanted to write and thank you and your staff for the wonderful experience I had in selling some of my treasures through you. You told me up front what to expect, and when, and you met and exceeded those expectations.

I had had some less desirable experiences with others before dealing with you, and I am very glad that I chose to sell the bulk of my material through you. My only regret is that I had tried someone else first, but I eventually realized that going with you was going with the best.

I had seen all those testimonials in your ads, and I wrongly assumed that ALL auction houses were the same. How wrong I was, and I know now better. When someone now asks me for a reference on where to sell their stamps and covers, I tell them "R. Maresch & Son".

Thank you very, very much. It was very much a pleasure doing business with you.

Sincerely,

Paul Burega

We know that we can sell your stamps to your satisfaction all you have to do is

May we hear from you when you are ready?

CALL US AT (416) 363-7777

r. maresch & son

330 BAY ST., STE. 703 • TORONTO, CANADA M5H 2S8 • (416) 363-7777

DEALERS IN RARE STAMPS SINCE 1924