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Le philatéliste canadien

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The Panama Canal Story















Journal of The ROYAL PHILATELIC SOCIETY OF CANADA
Revue de La SOCIÉTÉ ROYALE DE PHILATÉLIE DU CANADA
VOL. 50 • NO. 3
MAY-JUNE 1999 MAI-JUIN

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The Canadian Philatelist
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Journal of The ROYAL PHILATELIC SOCIETY OF CANADA | **Revue de La SOCIÉTÉ ROYALE DE PHILATÉLIE DU CANADA**

Publication Date: May 1, 1999

Volume 50, No. 3 Whole Number 291 (192) May-June 1999 Mai-Juin

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The Canadian Philatelist (ISSN 00-45-5253) published bimonthly by Philaprint Inc. PO Box 100. First Canadian Place, Toronto. Ont., M5X 1B2. Printed and produced in Canada by Trajan Publishing Corporation. ©Philaprint Inc. 1997. 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 The Publisher reserves the right to decline any advertising and acceptance does not imply endorsement of the product or service.

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 yea.r Changes of Address, undeliverable copies and orders for subscriptions should be sent to PO Box 929, Station Q, Toronto. Ont., M4T 2P1. Return Postage Guaranteed. Publications Mail Registration No. 3667966.

Editorial

by J.J. Macdonald

Over the past few years most of my fellow editors and an increasing number of philatelic columnists have addressed the problem, as we see it, of the flood of new stamp issues. Many mention that the 'offending' post office administrations are bilking the stamp 'innocents', the youngsters, by selling worthless cancelled-to-order (CTO) stamps in great range and quantity. A look at the plague and some words of caution are not out of place.

In the 1970s, some catalogue makers adopted a policy of not listing in any detail many stamps which they considered unnecessary or those which obviously never did postal duty in the home nation. These issues were not to be confused with the totally bogus ones from 'invented' countries or non-independent parts of legitimate states. Some were very difficult for the catalogue watchdogs to judge fairly as sections of sovereign countries used stamps as a form of fund raisers for rebel and guerrilla movements. My favourite was always Nagaland.

While these stamps were often given a 'black blot' and no numbers or values, this did not stop the process and with the financial problems of some catalogue makers, most of them succumbed to the problem. Hence, many of these issues were given some recognition over the years. If I were the czar of catalogue listings, what would I do? Are the beautiful $8 polar bear, or the panes with tabs that multiply the possible different variations available on issues such as the industrial design or many other recent Canadian commemorative issues any more necessary or justified? There is often a very fine line between what is collectable and what is not.

Ultimately you, the collector, are the judge and jury. So don't believe the catalogue listings alone. Do these CTO and other issues do any good? I argue that in some cases they do provide funds for very poor countries to help people in many small ways, also they provide a supply of pretty stamps, mostly topicals, at little or no cost for our children to collect. Who knows whether those elephants or the Donald Ducks might light the first spark of interest that could lead to a great collector. Recognize these pretty labels for what they are, and tell the children what they are, but don't always condemn their collection for beginners.

Today there are major economic problems in other countries that complicate our hobby such as the scams by those supposedly in Nigeria and the huge multiplication of issues from former parts of the Soviet Union. Don't sell the farm to buy these as they are most likely spurious issues. Their correct status will get sorted out eventually and then there well may be wonderful opportunities to collect new states. But, for now, be very careful.

The other scam that innocent and ignorant collectors fall for are the special First Day Cover sets complete with a fancy album in which to house them. They are expensive and generally worthless. If there are combined coin and stamp covers have your head examined before you buy, as they are also a trap to get your money. Buy good stamps, if you must, only remember that one $20 stamp in fine condition is better than 20 at $1.

I have at last come to the end of my preaching begun almost two years ago. With this year's annual meeting of the Society in Fredericton in late May, I will step aside as your editor. I fully expect my successor will be appointed at that time.

When I started, I meant to involve many of you in the design of the road on which we should travel in the new millennium, but I have not received much feedback. Don't hesitate to write or call an editor, as, believe me, every contact means so much. You don't need to write letters to the editor for publication to express your wishes, you can simply indicate your wish or gripe in person. After the first two issues, I was blessed with sufficient interesting material to fill the journal. Future article prospects are good but additional ones are always needed. The regular authors and columnists labour with little feedback. Don't take them for granted either, as it involves a lot of work to assemble and write a column on a regular basis.

Initially, I assumed that an editorial was an expression of a viewpoint on a generally current topic but this is a hard thing to keep doing. You simply run out of ideas and topics. So an editor needs the readers' suggestions on what should be covered. I chose to add a small section, Across the Editor's Desk, on more newsy, current items to give recognition to and highlight some current events. Of course we are not a newspaper – we 'go to bed' about two months before you read the material so we can never be considered up-to-date. Finally, don't forget to support your new editor.

The Foundation in Search of Philatelic Literature

The Foundation is looking for three original numbers of *The Canadian Philatelist* for research purposes. If you have any of the numbers listed below and wish to donate them to the Foundation, we would be pleased to receive them. They are: Volume 5, No. 8 - October 1954; Volume 7, No. 3 - March 1956; Volume 7, No. 7 - Nov./Dec. 1956.

The Foundation also wishes to support Cimon Morin, Chief of the Canadian Postal Archives, in his endeavours to collect the history of Canadian stamp exhibitions. Anybody interested in donating prospectus, catalogues and palmares of local, regional, national and international shows should direct

La Fondation à la recherche de littérature philatélique

La Fondation a besoin de trois numéros originaux du *Philatéliste canadien* pour des fins de recherche. Si vous avez un ou plusieurs des numéros ci-dessous et que vous êtes intéressé à en faire don à la Fondation nous serons heureux de les recevoir. Ce sont les numéros: Volume 5, No. 8 - Octobre 1954; Volume 7, No. 3 - Mars 1956; Volume 7, No. 7 - Nov./Déc. 1956.

La Fondation veut aussi aider Cimon Morin, Chef des Archives postales canadiennes, dans son effort de collectionner l'Histoire des expositions philatéliques canadiennes. Si vous avez des prospectus, catalogues et palmarès d'expositions locales, régionales, nationales et internationales veuillez les faire



President's Page / La page du président

by/par Keith Spencer

At the Board level, we often talk about membership issues, especially the need to recruit new members. Our concern with growth tends to make us a bit oblivious to the reality that we have many loyal and long term members.

This year, eight of our long time members are to be recognized at our 71st convention in Fredericton. They have all achieved 50 year memberships. Fifty years! Magnificent! A feat that says something very positive about our Society and our wonderful hobby.

Not only is Bill Maresch celebrating 50 "Royal" years, but his venerable Toronto firm is celebrating its 75th anniversary. Bill's collecting instincts were evident by the time he was four years old and he has now been an 'official' collector for some 63 years. I am now doing a little calculating, wondering how long it will be before sons Tony and Peter hit the Royal 50 year mark.

Occasionally, I am asked about our Royal / Canadian Stamp Dealers' Association relationship and often, behind the question is some suggestion of a conflict of interest which might exist. There is one major area where your Society, the CSDA, and our Canada Post partners share interest and that is in the promotion of stamp collecting as broadly as possible.

The reality is that we have separate numbers and scarce resources in this country and for our show activities to be successful, some level of working together around scheduling and promotional issues is very important.

Your Directors hold no monopoly on good ideas and positive suggestions for improvement of the Society. I invite members to pass on suggestions for program and operational improvement. Nor do we go into hiding when our members have criticisms to make. My address is published elsewhere in *'The Philatelist'* and I invite your comments. Really nasty thoughts should be sent forward to our illustrious Lotus Land past president, Bill Robinson.

Lors des réunions de notre conseil, nous évoquons souvent des questions concernant le nombre de nos membres, et en particulier le besoin de l'augmenter. Ce qui ne devrait pas non plus faire oublier que nous avons déjà de nombreux membres fidèles.

Cette année, huit de nos plus anciens membres seront reconnus lors de notre 71e congrès à Fredericton. Ce sont tous des membres depuis 50 ans! Un peu incroyable mais vrai, et merveilleux! Cela envoie un message très positif au sujet de notre club et de notre formidable passe-temps.

Non seulement Bill Maresch célèbre 50 ans en tant que membre de la "Société royale", mais sa firme réputée de Toronto célèbre aussi son 75e anniversaire. Son intérêt pour la philatélie remonte semble-t-il à l'âge de quatre ans et il se considère collectionneur depuis 63 ans environ. Et je m'amuse à calculer que ses fils Tony et Peter vont dans très peu d'années atteindre eux aussi leurs 50 ans avec nous.

On me parle parfois des relations entre notre société et l'Association canadienne des négociants en timbres-poste (ACNTP), souvent avec la suggestion qu'il y a conflit d'intérêt. L'un des domaines dans lesquels notre société, l'ACNTP et Postes Canada travaillent dans un but commun, c'est la promotion la plus large possible de la philatélie. Il est vrai que nous avons des budgets séparés et des ressources rares dans ce pays et, pour que certaines de nos activités et expositions réussissent, il est important de travailler ensemble en matière de programmation et de promotion.

Vos membres du conseil n'ont aucun monopole quant aux bonnes idées et suggestions pour améliorer nos programmes et nos opérations. J'invite donc tous les membres à nous les faire parvenir, ainsi que leurs éventuelles critiques que nous étudierons aussi avec attention. Mon adresse est indiquée dans Le philatéliste canadien. Envoyez-moi donc vos commentaires. À noter que les critiques vraiment acerbes peuvent être adressées à Bill Robinson, notre illustre ancien président!

the material to the Foundation for onward transmission to Mr. Morin.

Finally, research is in progress on the 1923 (Yorkton), 1924 (Winnipeg) and 1925 (Montreal) Canadian Philatelic Exhibitions and on Mr. J.C. Cartwright, RDP of Birtle, SK, Winnipeg, MB, Tunbridge Wells, England and many other parts. The Foundation would appreciate receiving information, artifacts or photos you might have from these exhibitions or on Mr. Cartwright either by donation or on loan.

President, RPSC Foundation, PO Box 2788, Station 'D', Ottawa, ON K1P 5W8.

The Foundation will accept photocopies of any of the material on the 1923-24-25 exhibitions on Mr. Cartwright but can only accept originals for item 1 (*The Canadian Philatelist*) and item 2 (publications from philatelic exhibitions).

The Foundation will issue you a tax receipt when appropriate and if you request it for original material provided.

parvenir à la Fondation pour transmission à monsieur Morin.

Une recherche se poursuit sur les expositions philatélique canadiennes de 1923 (Yorkton), 1924 (Winnipeg) et 1925 (Montréal) et sur J.C. Cartwright, RDP de Britle, SK, Winnipeg, MB, Tunbridge Wells, Angleterre et de plusieurs autres endroits. La Fondation apprécierait recevoir de l'information, des artéfacts ou des photos de ces expositions ou sur M. Cartwright soit par don ou en prêt.

Si vous avez le matériel que nous cherchons veuillez le faire parvenir à Charles J.G. Verges, Président, Fondation RPSC, CP 2788, Succursale 'D', Ottawa, ON K1P 5W8.

La Fondation acceptera des photocopies pour le matériel sur les expositions de 1923-24-25 et M. Cartwright. Par contre, elle ne peut accepte que des originaux pour l'item 1 (*Le philatéliste canadien*) et l'item 2 (les publications des expositions philatéliques).

La Fondation vous émettra un reçu d'impôt lorsqu'approprié si vous en faites la demande.

Dear Editor

Dear Editor,

Once again I wish to add my voice to those that are protesting the Goods and Services Tax on stamps, Mint or Used, philatelic literature, catalogues, etc. All these are charged the deplorable GST, which the Liberal government promised it would do away with, plus the collection fee of $5 charged by Canada Post/Revenue Canada combined, (Revenue Canada blames Canada Post for this extra charge, and Canada Post blames Revenue Canada for same, thus no one will face responsibility for this, yet we must pay it), who charge this equally outrageous fee for anything coming into Canada by means of the postal service.

Let me state again, that first of all I don't think the $5 collection fee for collecting $1.50 GST is warranted, since already there has been a fee paid for postage and handling to the postal organization where the stamps or catalogues originated, making the charge of $5 for collecting the GST a double charge paid for by the recipient, who has no choice: he must pay, or goods returned.

I wonder why our Liberal government, that was elected on the promise to do away with the GST, allows the postal service and courier service owned by the postal service to collect $5 on top of this GST?

No other retail store or business would get away with this or should I say, they would be quickly out of business if they did. Imagine your gas station, when you purchase $20 gasoline would then charge $1.40 from you. However, with postal monopolies, which these days is a very profitable businsess, there is no competition, thus they can get away with fleecing the Canadian customer.

Have you ever wondered how much extra money the post office is raking in with these$5 fees? It does not take a mathematician to figure out it is a lot, but since I cannot obtain the figures, since these remain confidential, may I at this time give you an estimate?

With all the modern equipment and computers that whip out the invoices a mile a minute, it should be possible for a clerk to process 50 parcels per hour, which would bring in on GST, if these were all just above $20, $70 but for the service there would be an additional income of $250, and if the clerk works diligently, and don't we expect our postal workers to do just that, the day's take would then be $610 GST and $2,000 collection fees.

With 240 working days per year, the intake will be $60,000 collections fees per clerk per year. Assuming there are at least 100 clerks working at the eight centers mentioned on the form that is attached to your shipment, would the total fees collected then be about $6 million? Quite a lucrative sideline to be able to do this with hardly a protest. What country, but Canada, would make that a possibility?

This letter was written some time ago, but I now received a shipment of $80 from the U.S. Postal Service, which was in three envelopes, but all the same invoice. Can you guess what happened? Yes, of course you can – the GST was $5.60, but the collection fees went by the parcel, thus an extra $125 was charged. Try to protest? Be ready to wait 45 minutes on the 1-800 line. These people must be busy.

Philatelically yours,
Piet Steen
Hinton, Alberta
Life member

Dear Editor,

Before getting down to business, may I add my voice to the positive comments regarding the new format of *The Canadian Philatelist*. The design is fine, the high quality has been maintained and, yes, the magazine can now be saved in a three ring binder and stowed in every home's bookshelf.

Now to business. This submission is not from a learned collector or a collector with subject matter fit to show. In fact, I have been a member of the RPSC for a scant three years. Thus, you may have heard this cry from the wilderness before.

Please consider presenting helpful articles related to the following subjects:

- how does one confirm whether a stamp is Ottawa printing or Montreal printing?
- what is 'laid' paper?
- how does one tell the difference between laid paper and ordinary?
- please give the secrets of identification of wet printing and dry printing.
- what strength of electron microscope must one have to identify 'woven' paper?

There is no doubt that the above list is incomplete and is very narrowly confined to the heading of 'identification'. Other readers may wish to expand the above list and expand the number of topics.

As a relatively new member, I admit that all of these questions may have been answered by articles in earlier publications. If so, then please dust off the files in the archives, update and reprint.

Thank you for your consideration,
C.W. Turner,
Halifax, Nova Scotia

Dear Editor,

For the record I wish to correct some details in the piece concerning Mr. James Kraemer on page 384 of the Nov.-Dec. 1998 issue of *The Canadian Philatelist*.

Mr. Kraemer was never director of the National Postal Museum. From late 1971 until 1974 he was the Canada Post Office Department's museum project manager. After it was opened to the public, he became the manager and was curator until February 1980 when I replaced him as acting curator, a position I held until May 1982.

Yours Sincerely,
C. Ron McGuire

by J.J. Macdonald

The Millennium Issues

We've all heard the opinions of some alarmists who foretell confusion and even disaster at one second after the new millennium begins. But the stamp issuing authorities certainly don't think so, unless you call being snowed under by new issues a true disaster. I must confess that there has been great marketing inventiveness displayed by some countries, the best of which may be the old lady of Threadneedle Street, the British Post Office. They will issue stamps covering a 25 month period: those of the past millennium in 1999, those of the present new millennium in 2000 and those for the future in January 2001. Stamps, souvenir sheets, packs, covers, are all included in the offering.

The Royal Mail Millennium Collection 1999 will be dedicated to 'the formative and defining moments of the outgoing millennium'. Forty-eight special stamps will tell a series of tales at one set of four per month. The year 2000 to 2001 will contain 13 special issues ending with January 2001. A final novel twist to this set will be their numbering. In 1999 the stamps will be a 'count down' from 48 to 1 and those thereafter upwards from 1 to 52 for a total of 100.

The contribution of other countries to millennium issues varies greatly. Germany will issue 58 commemoratives in 1999 but none related to this event. Norway will contribute a single millennium issue and Canada apparently also has none. The United States Postal Service, however, will issue four sheets of 15 for a total of 60 stamps referring to decades of this century, which continues those sheets already issued in 1998 on this theme.

Final Farewell to a Great Name

I have no better memories of stamp fellowship than those that relate to Jim Sissons' Auctions of the 1950s. His treatment of a young collector was wonderful especially those coffee and muffin sessions he hosted in the old King Edward Hotel after his auction sessions. Jim passed away in 1980 but his name and firm had been carried on by Lex DeMent. But Sissons Stamp Auctions apparently ended with the August 1998 sale. The more than 50 years of the Sissons catalogues (592 sales) however, are and ever will be an authoritative record of Canadian philately. The memory of this giant in philatelic circles will also live on. Jim was the founding President of the CSDA and, having started his firm in 1940, offered the first major auctions in Canada after the war. You won't be forgotten, Jim.

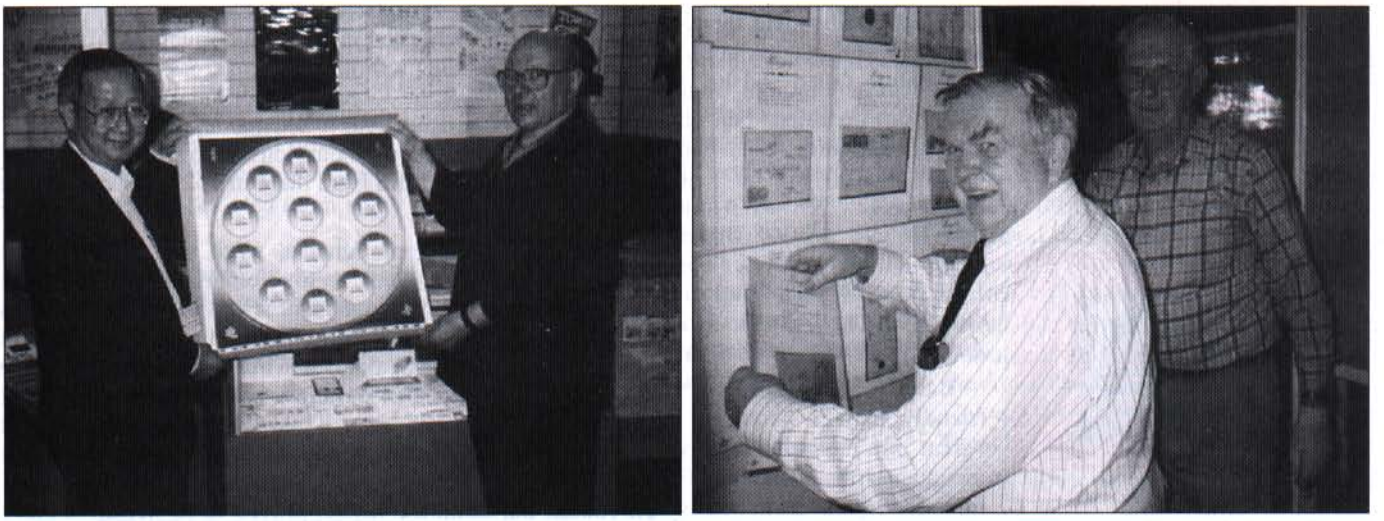
The Buccleuch Find

The Specialist firm of Spink announces that it has the mint block of 48 of the Two Pence Blue of the 1840 issue of Great Britain. The stamps, in excellent condition, were found in 1945 by an RAF serviceman, Alexander Martin, at Dalkeith Palace, near Edinburgh. They were wrapped in an old leather writing set in a drawer of a library table that had lain untouched for over a century until they were discovered during an inventory for the Duke of Buccleuch. It is thought to be the largest known multiple of a first issue stamp. The current selling price is about $6.8 million Canadian.

Notopher Study Group

Last December a new study circle produced its first newsletter. It is dedicated to the study of those little German stamps produced just after World War II. Their life was relatively short, December 1, 1948 to April 1, 1956. They were tax stamps used to raise revenue so seriously cut by the Berlin blockade. Over the seven and a half years of their existence, 17 billion were sold. For details on the stamps, their uses, and the various rarity of these little stamps (half the regular size in horizontal format) write to George Rath, 1281 Agincourt Road, Ottawa, ON K2C 2J3. You can't do without their bulletin if your interests are in the German philatelic area.

Continued on page 138



The photo album from Australia '99 includes, left, Mr. Koh Seong Kwan accepting an uncut sheet of the Canadian Lunar Calendar Rabbit stamps, on behalf of the Singapore National Postal Museum from the donor, Michael Madesker. Right, our commissioner, Dr. Owen White, with his usual smile, is in the process of mounting a Canadian exhibit under the supervision of a "local".

The Panama Canal Story

By Raymond W. Ireson





Fig. 19: Signing of the new Canal Treaty in Washington, DC, September 7, 1977.

The Spanish Era

Our story begins with Christopher Columbus' discovery of the New World (Figure 1). As every schoolboy knows, Columbus was seeking a Westward Passage to India, but his landfall was an island in the Bahamas. He sailed on and discovered the island which he named Hispaniola (shared today between the Dominican Republic and Haitland it was there that the first European settlement in the New World, Santo Domingo, was founded in 1496. Santo Domingo became the base from which the Spanish launched their conquest of the New World.

Two Spanish explorers who followed Columbus are pertinent to this story. Rodrigo de Bastidas sailed from Cádiz for the Indies in October 1500. One year later he discovered Panama. Accompanying Bastidas as far as Santo Domingo was Vasco Núñez de Balboa. He settled there as a planter, but his venture failed and he fled his creditors, resettling in Darien on the Isthmus of Panama. There he was appointed Captain General of Darien by Diego Columbus, and in 1511 King Ferdinand promoted him to the rank of Acting Governor.



Fig. 2: Vasco Núñez de Balboa claims the South Sea for Spain (Proof: one of 10 gutter pairs known).

Balboa heard from friendly natives about a "great sea" beyond the mountains (the Continental Divide) and on September 1, 1513, he led an expedition to investigate those tales. Twenty-five days later he climbed a 300-ft peak and became the first European to lay eyes on what he named the "South Sea" (it was Magellan who later renamed it the "Pacific Ocean"). Balboa took possession of it in the names of their Catholic Majesties, Ferdinand and Isabella (Figure 2).

However, before news of this discovery had reached Spain, a new Governor had arrived to replace Balboa. Pedro Arias de Avila was a cruel despot and he soon became jealous of Balboa's popularity. He falsely charged him with treason and in 1517 he had him beheaded in the public square in Acla. Arias then set about building a series of forts across the Isthmus and on August 15, 1519, he founded the original city of Panama. This new city flourished and it became another staging point for the Conquistadores' incursions into South America. Francisco Pizarro set forth from there in 1527 to subjugate the mighty Inca Empire.

After the founding of Panama, work was begun on the "Royal Highway" to link it to Nombre de Dios on the Caribbean side of the Isthmus, and it was along this highway that the vast treasures from her conquered territories would be transported en route to Spain. But it was an arduous trail and as early as 1529 the idea of cutting a canal was considered. In 1534 Charles I of Spain ordered that a survey be made, but the results were unfavourable and so the idea was shelved. It was revived in 1556, when Philip II ordered surveys of four possible routes, but again the results proved to be negative. Philip then decreed that it would be sacrilege to undo what God had created. Consequently, those first dreams of a canal remained, just dreams!



Fig. 1: Columbus embards (Unissued Cuban Essay).

The immense wealth flowing from the Isthmus eventually attracted the attention of privateers. Holding a Royal Commission, the English Admiral, Francis Drake, departed from Plymouth in 1577. He sailed through the Strait of Magellan and then up the west coast of South America. He took rich prizes in Chile and Peru, and then made the first attack on Panama. It was an immensely successful raid. He then continued on his voyage to circumnavigate the world and became the first Commander ever to accomplish such a feat. For this he was knighted by his Queen – Elizabeth I. In the early 1600s, Sir Walter Raleigh urged her to, "seize the Isthmus of Panama and you will wrest the keys of the world from Spain." Had she not demurred, the history of the Panama Canal might have read very much differently today.

The English King Charles I gave the Earl of Warwick a charter to colonize the small Caribbean islands of St. Andrew and Providence, which lay across the shipping lanes between Portobello and Spain. Puritan settlers arrived in 1630, but the Spaniards evicted them some 11 years later.

The English subsequently retook them and Admiral Henry Morgan, one of the most infamous of all pirates, recognized their strategic importance. He used them as a springboard to mount his attack on Panama in January 1671. Fort San Lorenzo guarded the Chagres River mouth on the Caribbean side, but it soon fell under the weight of the attacking pirate force. Morgan then led his 1,300 men in a 10-day march across the Isthmus. The Spaniards were awaiting them at Panama and a pitched battle was fought, with Morgan emerging victorious.

The city was then sacked and put to the torch. Its destruction was total and beyond repair. In 1674 a new Panama was established some six miles to the southeast of the original site. About the only remaining vestige of the original city is the Cathedral Tower, which has figured on numerous stamps and postage meters of Panama (Figure 3).

The proposal of a canal was again broached in 1779 when Charles III ordered the survey of a Nicaragua route, but here again the height of the mountains made the proposal completely impractical. It was around that time that the inhabitants of New Grenada (of which Panama was a part) became restive under their Spanish yoke. Their discontent was fanned by the patriot, Antonio Nariño, who had translated the Declaration Des Droits de l'homme et du Citoyen (manifesto of the French Constituent Assembly, 1789). But, besieged with problems on the home front due to Napoleon's invasion, Spain was in no position to quell the growing unrest in her American colonies, and the freedom movement led by liberator Simón Bolívar brought the Isthmus her liberty in 1821.

After Spain's withdrawal from the Americas, it was Bolívar's dream to forge a union of the emerging independent nations. He summoned a Congress to meet in Panama to serve as a forum for expounding his vision to the nations' delegates. Response was disappointing, but the Congress did convene in a Franciscan convent on June 20, 1826. Prominent on the agenda was a proposed joint venture to build a canal through Panama, but proposals, put by the Liberator, never got past the discussion stage.

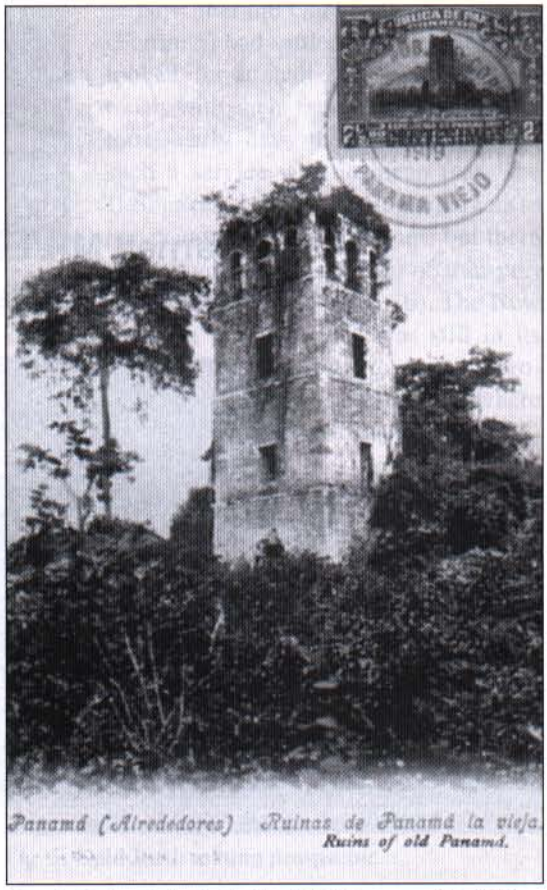


Fig. 3: Ruined Cathedral in Old Panama (First Day cancel of Old Panama sub post-office: operational for one day only: August 15, 1919).

The California Gold Rush

It was in 1769 that the Spanish explorer, Gaspar de Portola, discovered the Bay of San Francisco. It became the site of an early white settlement in a territory later named California. On July 9, 1846, Captain John B. Montgomery claimed the territory for the United States of America: statehood was conferred four years later. At that time San Francisco had barely 200 houses, one school, two wharves, and a population of a mere 800 souls. But in January of 1848 gold was discovered in the American River at Sutter's sawmill in Coloma. This was to transform both San Francisco and Panama.

As news of this discovery trickled through to the East, hoards of prospectors flocked to share in this bonanza. The problem was: How to get to San Francisco.

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Fig. 4: California Gold Rush: crossing the Isthmus of Panama.

The overland trip was extremely hazardous and dangerous from attacks by the Sioux and Cheyenne, who were merely trying to defend their hunting grounds from the white intruders. There was the ocean voyage around Cape Horn or through the Strait of Magellan, but that was a time consuming 13,000 mile journey, and not without its own hazards. And the other alternative was across the Isthmus of Panama.

Thousands of prospectors chose the Panama route and braved the perils of jungle beasts, snakes, and brigands. Countless numbers perished in their attempt, but the flow of Argonauts did not slacken. They would arrive at Chagres, on the Caribbean side, and proceed in native canoes for some 40 miles up river, and then strike out on foot over the old Spanish "Royal Highway" for a further 20 miles to reach Panama. There they might have to wait several weeks for a steamer to transport them on an uncomfortable 17 day voyage to San Francisco (Figure 4). But in short order steamship lines were formed to work both sides of the Isthmus...from New York/New Orleans to Chagres, and from Panama to San Francisco/Oregon. But the actual crossing of the Isthmus remained a daunting challenge until 1855, when the Panama Rail Road Co. inaugurated its 47-1/2 mile train services.

It was the world's first transcontinental railroad and the $25 fare (in gold) made it the world's most expensive trip for the distance covered. It had taken almost five years to build and had cost substantially more than originally forecast. It had also claimed an estimated 10,000 lives from tropical fevers and disease. Burial of such victims in the swampy terrain was impracticable, and so the company hit on the bright idea to pickle the cadavers in barrels of brine and sell them to medical schools around the world. The proceeds helped to maintain their hospital on the Isthmus.

Although the port of entry on the Caribbean side was Chagres, that township's sanitation left a great deal to be desired and so the American railroad company built a completely new town for their Eastern terminus. They called it "Aspinwall", after the railroad's promoter. However, the New Grenada authorities objected to this and finally, in 1863, it became known as "Colon" (the Spanish equivalent of "Columbus"). With the opening of the railroad, the steamship lines servicing the Caribbean side turned to Aspinwall (Colon), and Chagres fell into abandonment.

Now that the Gold Rush prospectors (Figure 5) had settled in they, naturally, looked for a mail service to keep in touch with their families back East. In those early days the establishment of such a service was no mean feat. The U.S. gave out mail-carrying contracts to her country's steamship lines, but there still remained the question of transport across the Isthmus (Figure 6). The New Granada postal service was still in its infancy and was unable to properly provide such a service. And this is where the Forwarding Agents came into play.



Fig. 5: Gold Rush mining prospector.

By this time there was considerable commercial activity in Aspinwall/Colon and Panama, and traders, commission agents, shipping agents, and even Consuls, acted in the capacity of Forwarding Agents. For a small fee they would retrieve and redirect incoming mail after affixing their handling cachet thereon. Sometimes, the services of more than one Forwarding Agent was required to get a letter to its destination (Figure 7).

However, the days of the Forwarding Agent came to an end when the United



Left, Fig. 6: Miner's letter, August 30, 1850, from San Francisco to London, England "Via Panama". Right, Fig. 7: FL, March 3, 1859, Barranquilla to New York with Forwarding Agents' handstamps (only five covers bearing three FA handstamps have been recorded to date).

States of Colombia (formerly named New Grenada) joined the UPU in 1881.

But for some considerable time before then the Gold Rush traffic through Panama had been in decline. In 1869 the "Golden Spike Ceremony" took place, and the transcontinental railroad across the North American continent was inaugurated. Panama slowly faded into the background and became but a shadow of its Gold Rush hey-days. But, like the Phoenix, it would rise again.

The Quest for a Canal

We now put the Time Clock in reverse for a moment. Baron Alexander von Humboldt, the renown German naturalist and explorer, spent five years exploring the north of South America. In his Essay on his experiences (published in 1811), he dwelt at length with the prospect of opening an inter-oceanic canal through the Isthmus. He suggested several locations, but tended to favour Nicaragua. However, he pointedly stated that he had not explored any of his suggested routes. Among the countless Europeans inspired by Humboldt's vision of a canal was Johann W. von Goethe. In 1827 he said, "All of this is reserved for the future. But I should wonder if the United States were to let an opportunity escape of getting such work into their own hands...I am certain they will do it! Would that I might live to see it... but I shall not". How prophetic he was !

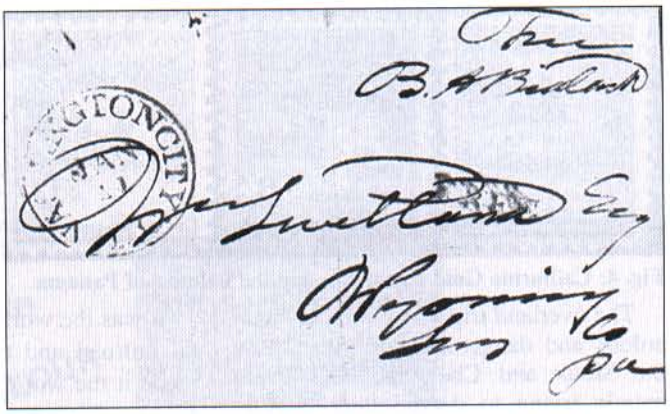


Fig. 8: Benjamin A. Bidlack "Free" franked folded letter.

Much later, during the Gold Rush Era, Commodore Cornelius Vanderbilt formed a company to exploit the Nicaragua Route to California. His steamers left New York for San Juan del Norte in Nicaragua; there the passengers were transported up the San Juan River in a much smaller steamer to Lake Nicaragua, and after crossing this in yet another steamer they were transported by stagecoach over the 12-mile land distance to San Juan del Sur where they would board another vessel for the final leg of the journey to San Francisco. This route was 500 miles shorter than the Panama route, and Vanderbilt made great publicity of this fact to draw customers away from the Panama route operators.

He also engaged in a price war with his competitors to gain market advantage. However; a condition of the Nicaraguan Government granting him transit rights through their territory was that he would eventually construct a canal. He never lived up to that contractual obligation, which caused his operation much grief over the years that it operated. Nevertheless, the idea of a Nicaraguan Canal was to live on until the dawn of this century, and its proponents became strong rivals of the Panama Canal faction, as we will see later in this narrative.



Fig. 9: U.S. Secretary of State William Seward (Coil pair with Mail-o-Meter Co. Type IV perforation).

Actually, thoughts of an Isthmian canal had begun to be entertained again even before the Gold Rush. U.S. Secretary of State, Henry Clay , stated in 1825 that "its creation should be effected by common means and not left to the separate and unassisted effort of any one power."

Over the ensuing 20 years New Grenada offered contracts for a canal or a railroad, and U.S. President Andrew Jackson sent an emissary to evaluate the possibilities of such a venture, but nothing emerged from it. In 1846 the U.S. Chargé d'affaires in Bogotá, Benjamin A. Bidlack (a former lawyer and Congressman: Figure 8) signed a treaty (which he had drafted) with the Government of New Grenada whereby



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the U.S. was granted exclusive rights of transit across the Isthmus in exchange for their guarantee of the sovereignty of New Grenada's Province of Panama. What foresight Bidlack possessed! But it took the U.S. Government three years to ratify this Treaty...which was to be a key point in U.S. actions on the Isthmus many years later. In the meanwhile, both Mexico and Nicaragua were actively seeking foreign sponsors to build a canal through their territories. Mexico's Isthmus of Tehuantepec was briefly considered, but a survey soon ruled out that route on account of the excessive height of the mountains. As for Nicaragua, Louis Napoleon, from his prison cell in Ham, said he would renounce politics and undertake the construction of a canal if he were freed. But after his escape from jail any thoughts in his mind to build a canal immediately dissipated! And we have already related that Commodore Vanderbilt's undertaking to build a canal through Nicaragua came to naught. So: we move back to the U.S. interests.

In 1869 the U.S. Secretary of State, William H. Seward (who was responsible for the purchase of Alaska from Russia) (Figure 9), addressed a group of capitalists in New York and told them that "our destiny lies in an Isthmian canal for the cheap transport of our goods by sea." President Ulysses S. Grant ordered explorations for a canal site and nine surveys were made between 1870 and 1875. But: no action was taken on those results, and because of her indecision on this matter, the United States would soon be hearing more of Ferdinand-Marie, Vicomte de Lesseps.



Fig. 10: Ferdinand-Marie, Vicomte de Lesseps (Plate proof).

The French Era

Ferdinand-Marie, Vicomte de Lesseps (Figure 10) had repeatedly made it clear that he was neither an engineer, nor a financier, nor a businessman – he was simply a diplomat. Whilst in his country's diplomatic service in Egypt, he had become deeply attached to the ruling Khedive and his family. Upon the death of Khedive Muhammad Ali, de Lesseps managed to persuade his son, Said Pasha, to allow the French to build a canal through Suez, a project which his father had always spurned. For this coup de Lesseps was hailed, far and wide, but he did not actually build the Suez Canal, as so many people mistakenly believe.

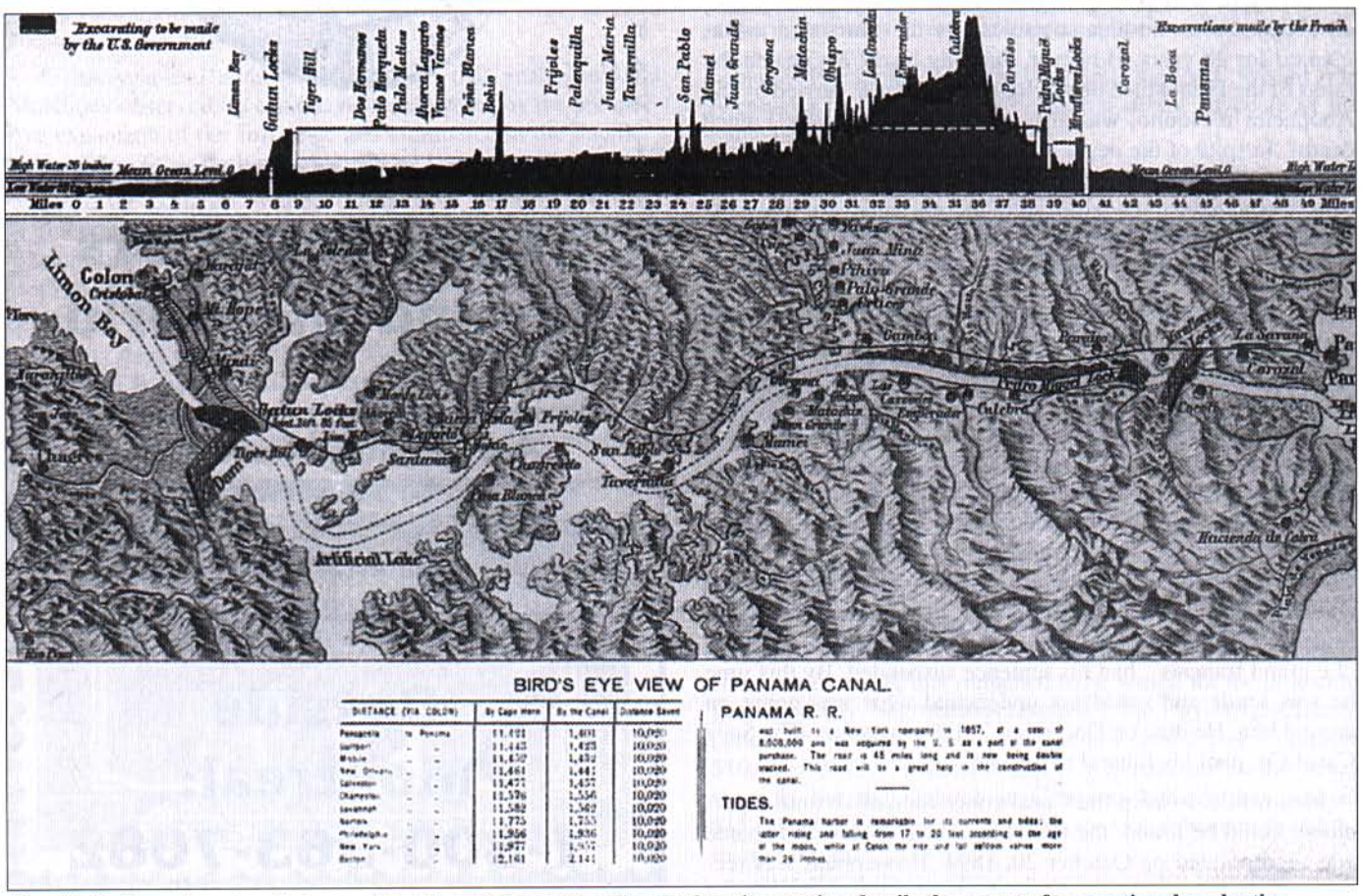


Fig. 12: Embossed postcard shows a 'bird's-eye' view of the Canal: elevation section details the extent of excavation done by the French and by the Americans.



Fig. 11: French excavations.

The Congress of Geographical Sciences met in Antwerp in 1871 and again in Paris in 1875. On both occasions the matter of a canal in Central America was discussed, but no concrete action was taken. De Lesseps was France's chief delegate at both Congresses. Later, at the urging of friends and even Victor Hugo, de Lesseps, now 74 years old, agreed to take the helm of Cie. Universelle du Canal Interocéanique de Panama, which was founded in Paris in 1880.

A year later the first detachment of French engineers and workers arrived in Panama but another two years were to pass before construction got under way.

In 1881 the Cuban physician, Carlos J. Finlay, theorized that the Aëdes Aegypti mosquito was the carrier of the dreaded Yellow Fever, an idea so radical for the times that it was ignored for 20 years. However, that tiny insect decimated the ranks of the Frenchmen on the Isthmus. Malaria, carried by the Anopheles mosquito, was also accountable for many French deaths. In spite of the death toll, excavation continued (Figure 11). The engineers had estimated that 65 million cubic yards of earth would have to be removed to dig the canal, but when the French eventually were forced to retire they had dug 72 million cubic yards and the end was not even in sight! (Figure 12)

The company had been capitalized at 300 million Francs and subsequent share offerings more than doubled that amount. However, it did not prove to be sufficient to finish the task at hand, and in February 1889 the company was declared to be bankrupt. Work on the canal ceased on May 18, 1889. Thousands were ruined and the public outcry prompted an official investigation. This uncovered bribery and corruption at the highest levels of officialdom and the ensuing scandal brought down the Government. De Lesseps and his son Charles and many other company officials faced trial for fraud and mismanagement: all were found guilty and received prison sentences, but due to his failing health Ferdinand de Lesseps, "Le grand français", had his sentence suspended. By this time he was senile and could not understand what was going on around him. He died on December 7, 1894, a pauper. The Suez Canal Co. paid his funeral expenses.

Meanwhile, to keep the Canal concession alive until a purchaser could be found, the Cie Nouvelle de Canal de Panama was incorporated on October 20, 1894. However, it was recognized that a canal was beyond private enterprise. To all intents and purposes, the French era was finished.

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The American Era

When the USS Maine blew up and sank in Havana harbour in 1898, it sparked the Spanish-American War. The United States had only one other battleship at the time, the USS Oregon, which was stationed in San Diego. She was ordered to Key West at once and, even though she raced at flank speed, it took her 67 days to make the trip. Had a canal existed then it would have shaved 13,000 miles from the journey and saved countless days.

With the United States' victory in that conflict, she emerged as a world power and acquired four new territories, to wit, Cuba, Puerto Rico, Guam, and the Philippines. Also, in 1898 she annexed the Hawaiian Islands.

In his year-end address to Congress that year, President McKinley observed, "a canal is now demanded by the prospective expansion of our influence and commerce in the Pacific." He laid stress that such a canal must be U.S. controlled.

Since the collapse of the French canal venture, a French engineer who had been connected therewith, one Phillippe Bunau-Varilla, had been seeking a buyer for the concession. Both the Kremlin and Westminster turned him down, but now he saw an opportunity with America.

At this stage (June 1899) there was a lobby for a Nicaraguan canal, but Bunau-Varilla persuaded President McKinley to appoint a Committee to select the most viable of the two routes. McKinley was assassinated in 1901 and Theodore Roosevelt



Fig. 14: The Republic of Panama, born November 3, 1903. The United States recognized its Revolutionary Junta three days later.

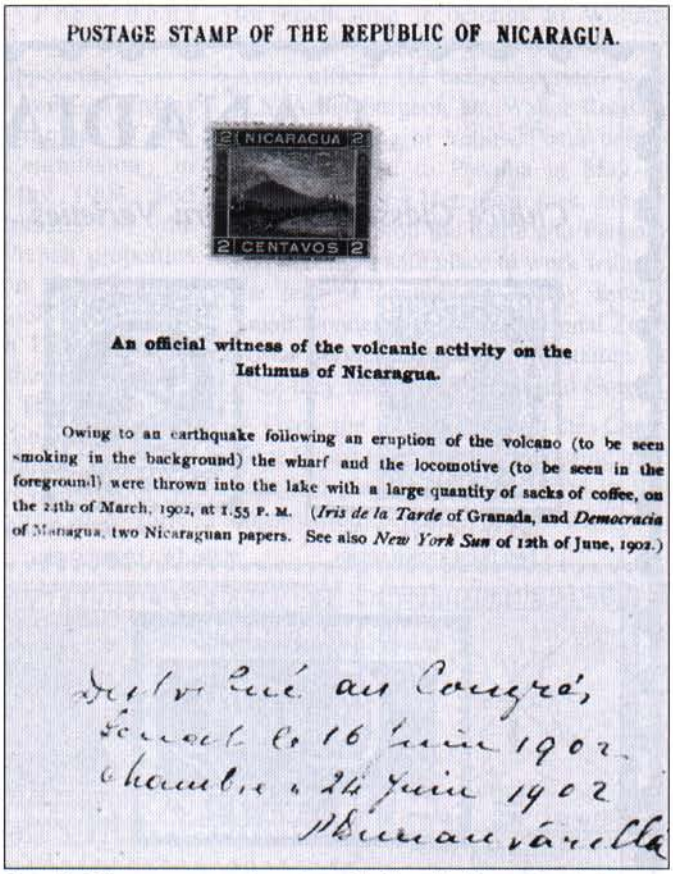


Fig. 13: Nicaraguan postage stamp believed to have tipped the scales in Panama's favour for selection as the American canal site.

became President. He was at first inclined toward the Nicaragua project, but later became a strong advocate of the Panama route.

Meanwhile, a Senate vote on the Nicaragua/Panama issue was impending and it appeared that the Nicaragua advocates might carry the day. But Bunau-Varilla had an inspiration. He scoured the stamp shops in Washington and acquired a quantity of a Nicaraguan stamp (Scott #121/133) depicting Mt. Momotombo with a wharf and locomotive in the foreground.

Every Senator received a copy attached to a leaflet (Figure 13) in which he pointed out that an eruption of that volcano, followed by an earthquake, had destroyed the wharf and railway line. "Why would one want to build a canal through such an unstable geological terrain?", he asked. The vote results were 42 to 34 in favour of Panama. We can only speculate that Bunau-Varilla's ploy was responsible for Panama's victory.

The Cie Nouvelle du Canal de Panama was approached and they offered sale of their rights and equipment for $109,141,500. A counteroffer of $ 40,000,000 was made, and accepted. Then, Colombia's consent to the transfer of the canal concession was all that remained to be settled for the project to get under way. Negotiations resulted in the Hay-Herrán Treaty, under whose terms the United States would pay Colombia $10,000,000 for the transfer. The U.S. Senate ratified this treaty at once, but the Colombian Congress balked: they wanted $15,000,000. On August 12, 1903, the Colombians rejected the treaty outright.

Roosevelt was outraged by this unexpected turn of events and threatened to occupy the Isthmus if its inhabitants did not

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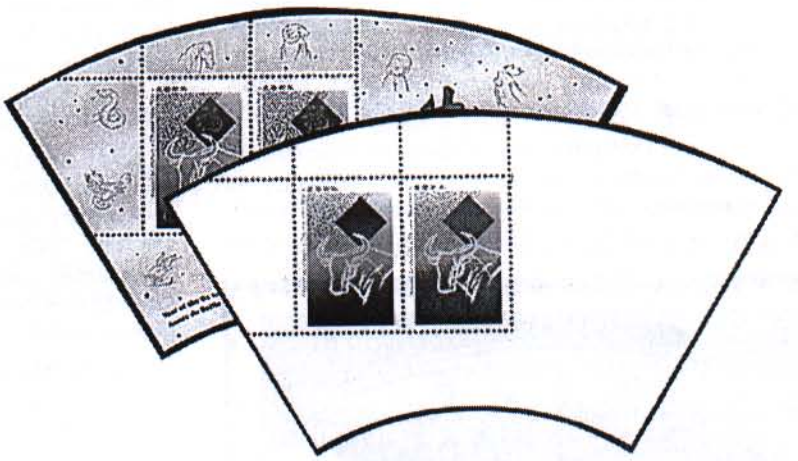


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Fig. 15: Chief Engineers: Wallace, Stevens and Goethals.

revolt against Bogotá's rule. A group of secessionist conspirators sent a delegate, Dr. Manuel Amador Guerrero, to New York to seek U.S. aid for their cause. Ostensibly he was ignored, but secretly he was steered to Bunau-Varilla.

The two of them hatched the secession plot, but Colombia had caught wind of it and rushed troops to Colon to put down the rebellion. However, they were met by the USS Nashville (arranged for by Bunau-Varilla), and the Colombian troopship withdrew without engaging in any action. On that same day, November 3, 1903, the Republic of Panama was born. The Revolutionary Junta was recognized by the United States on November 6th (Figure 14) and negotiations on the Canal treaty got under way at once.

This resulted in the Hay-Bunau-Varilla Treaty (written entirely by Bunau-Varilla), dated November 16, 1903, which created the Canal Zone. The Panamanian Government was outraged when it learned of the extraordinarily generous terms favouring the United States, but it had no option to disagree and, begrudgingly, ratified the treaty – which no Panamanian had signed! – on December 2, 1903.

President Roosevelt appointed a seven-member Isthmian Canal Commission in May 1904, and transfer of the French properties on the Isthmus took place on the fourth day of that month. Unfortu-nately, only one member of that Commission was located in Panama. That person was John F. Wallace, Chief Engineer (Figure 15). However, frustrated with the bureaucracy of the Commission in Washington, he resigned in June 1905. His replacement was John F. Stevens (Figure 15), a distinguished railroad engineer. His brilliant trackage system and coordinated spoils-train schedules contributed enormously to the project. But, for undisclosed reason, he quit in April 1907. Pres-ident Roosevelt, tired of the disruptions caused by the resignation of civilians, then entrusted the work to someone who could not just walk away from the job the U.S. Army. And he also appointed a brand new Isthmian Canal Commission.

The man in charge of this new Commission was George Washington Goethals (Figure 15), a West Point graduate who had held several engineering positions before being chosen by President Roosevelt to assume command of the Canal project. His great leadership contributed to the success of the undertaking. But it is doubtful whether the Canal could ever have been built had not the deplorable sanitation conditions existing on the Isthmus been first addressed. Yellow Fever was still a scourge when the Americans first arrived and the honour for eradicating it belongs to William Crawford Gorgas (Figure 16), another Army officer. He had cooperated with U.S. Army Surgeon Dr. Walter Reed in ridding Havana of Yellow Fever before he was moved to Panama in May of 1904. His was a Herculean task, but by 1906 he had won the battle and Panama had become a safe place to work without the fear of contracting deadly fevers. Small wonder that when the Canal Zone Postal Service issued its own stamps in 1928 they featured Goethals and Gorgas.

Over the ensuing years the Canal Zone issued more stamps honouring men who had played important roles in the construction period – Sibert, Gaillard, Williamson, Hodges, Rousseau, Smith, etc. The last mentioned was in charge of the Division of Labor & Quarters: he was responsible for the supervision of the 40,000 work forces engaged on the project, 31,000 of which had been recruited from the British and French West Indies. Here again, their contribution was invaluable to the successful completion of the Canal's construction.



Fig. 16: Gorgas defeats Yellow Fever.

Finally, the job was finished and on August 3, 1914, six days after the outbreak of World War I, the SS Cristobal made the first trial transit. Her sister ship, SS Ancon, made the first official transit on August 15th: it took nine hours and 40 minutes (Figure 17).

President Woodrow Wilson had ordered a large ceremony to mark the occasion, but it was cancelled on account of the War. Panama's President Belisario Porras and his Cabinet and Canal officials sailed on the SS Ancon. A few flags, a few cheers, and the Canal was open! And yet, under the provisions of the Panama Canal Act (1912), a Presidential Proclamation was required to declare the Canal to be officially open and such was not forthcoming until July 12, 1920!



Fig. 17: SS Ancon. The first official transit: August 15, 1914.



Fig. 18: The Gaillard Cut: the spectacular view often seen in classical photographs of the Canal.

The Canal

Entering the Canal from the Caribbean side, a ship travels for 6-1/2 miles at sea-level before reaching the Gatún Locks. These locks, three in all, raise the vessel 85 feet to disgorge her into Gatún Lake. This lake, formed by an earth-dam across the Chagres River, covers an area of 163 square miles – one of the world's largest artificial water bodies. A ship traverses 23-1/2 miles across it to reach the north end of the Gaillard Cut. It was here that the deepest excavations were made. More than 230 million cubic yards of earth were removed to make this nine-mile channel through the Continental Divide (remember, the French had estimated a dig of a mere 65 million cubic yards).

Originally this was known as the "Culebra Cut", but in 1915 President Wilson ordered it to be renamed the "Gaillard Cut" (Figure 18), in honour of Lt. Col. David D. Gaillard who had been encharged with that section of the project. Gaillard had died in 1913 while on sick leave. At the southern end of the Cut the ship enters the Pedro Miguel Locks: a single lockage which lowers her 31 feet into Miraflores Lake. Another mile brings her to the Miraflores Locks: two lockages which lower her 54 feet to the Pacific Ocean. Each of the lock's chambers are 1,000 feet long and 110 feet wide. The water discharge is by gravity and, this hooked up to turbines, provides the Canal Zone with its electricity. Nevertheless, every time a ship transits the Canal a total of 52 million gallons of fresh water spill into the oceans. Where does all that fresh water come from? From the tropical rainfall, without which the Canal could not operate.

And now for a few statistics. The largest passenger ship to have passed through the Canal is the Cunard liner RMS Queen Elizabeth 2: gross tonnage 65,683, length 963 feet beam 105 feet. In 1977 her transit toll was $68,500: the highest levied up to that time. And the lowest transit fee on record is that charged to Richard Halliburton, who had swam through the Canal in stages in 1928 and, based on his weight of 140 lbs, had to pay all of 36 cents! The largest merchant vessel to transit was the container ship, Tokyo Bay: 950 feet long and 106 feet beam. The largest naval vessels to transit were the USN aircraft carriers Saratoga and Lexington: each being 888 feet long and having a beam of 108 feet. That was only a 12-inch clearance on each side of the lock! And yet they did not collide with the lock walls. That was thanks to the "mules", or towing locomotives, which guide ships through the locks. Usually six mules are used for each lockage: they tow, guide, and brake a ship going through a lock.

On the philatelic aspect of the Canal, both the Canal Zone Postal Service and the Panama Postal Service issued many stamps portraying various scenes of this famous waterway's operations. Just check them out in your catalogues.

Winds of Change

In 1911 President Roosevelt bragged: "If I had followed traditional conservative ways, the Canal debate would have been going on yet... but I took the Canal Zone and let Congress debate ... " The naked truth!

What gall! But Prof. John B. Moore, an expert on international law, opined that the 1846 Treaty with New Grenada gave the United States the right to act the way she had done. However, in 1914 President Wilson expressed sincere regret to Colombia for having essentially aided and abetted the breakaway of her Province of Panama, and offered $25 million in compensation. Roosevelt was outraged, and the Senate refused to authorize the payment. However, in 1921 talks were reopened : Roosevelt was then dead and North American oil companies were seeking concessions to explore in Colombia. The Senate finally ratified the treaty and the $25 million indemnity was paid: apologies were implicit. Colombia used those monies to found and capitalize her Central Bank in 1923. But Panamanian seeds of discontent still remained.

President Calvin Coolidge was inadvertently accurate when, in 1929, he referred to Panama as "one of our outlying possessions." Economically, the country had long been an appendage of U.S. interests. As early as the 1880s Colombia absorbed some $14 million of North American investment – most of it being concentrated in Panama. At the time that Province declared its Independence in 1903 the United Fruit Company's banana plantations there spread more than 23,000 acres and were valued at more than $2 million. In 1906 less than one per cent of Panama's land was cultivated: but one third of that cultivated area belonged to the United Fruit Company. As the Canal's construction progressed, Panama's economy became totally dependent on the Zone. Circulating paper currency became (and remains to this day!) the American dollar. The banking industry was dominated by American institutions.

Strange to say, though, one of Panama's earliest complaints was against the Canal Zone Postal Service. Seeing that the Zone was technically U.S. territory, American domestic postal rates applied. They were much lower than Panama's rates and so their citizens took advantage of this anomaly, having only to cross the street from Panama to the Canal Zone to mail their letters. The Panamanian post office's revenues suffered grievously.

President Roosevelt sent his Secretary of War, William Taft, to Panama to settle the dispute. Rates were equalized and it was agreed that the Canal Zone Postal Service would buy its stamps from Panama at 40 per cent of face value and then overprint them for Zone usage. This arrangement, known as the Taft Agreement, remained in force until 1924, when the Zone started to have its own stamps printed.



Fig. 20: Human genius uniting the Oceans.

A succession of Panamanian presidents tried to get Washington to revise the 1903 Treaty with more favourable terms for Panama. One revision was made in 1936, but later the U.S. reneged on many of its terms. In 1960 newly elected President Roberto Chiari visited Washington for talks with President Kennedy on the Canal Treaty issue. All that was accomplished was the appointment of a Joint Commission to look into Panama's concerns.

The Commission ordered that the Panamanian flag be flown alongside the Stars & Stripes in the Zone, but American students at Balboa High School tore down the Panamanian flag and a fight with the Panamanian students ensued. This developed into a full-blown riot, spilling over into Panama. U.S. forces from the Zone restored order, but the following day (January 10, 1964) Panama broke off relations with the United States, charging "unjustified aggression."

President Johnson was outraged by this development; however, after his re-election he said he would seek a new Treaty with Panama. All he did, though, was to reduce Panama's Alliance for Progress funding by 40 per cent! Financing the Vietnam conflict was a greater priority.

Omar Torrijos was Commander-in-Chief of the National Guard when he became Panama's leader in 1968. He was determined to settle the Canal issue once and for all: he wanted to reclaim the Zone for his Country's patrimony. He persuaded the United Nations Security Council to meet in Panama, which they did in March of 1973. The world's attention became focused on the Canal situation and pressure on the United States to resolve the matter became intense.

In 1977 the White House in Washington got a new tenant: President Jimmy Carter. His name will be forever linked with the Canal Zone's history, for it was his negotiations with Torrijos that finally concluded in a new Treaty being signed in Washington on September 7, 1977 (Figure 19).

Ratification of this Treaty was signed in Panama on June 6, 1978; it went into effect on October 1, 1979. On that date Panama assumed jurisdiction over the Canal Zone and the United States Government Agencies operating the Canal were replaced by a board of nine directors – four of them Panamanians. However, the United States still retains effective control over some 40 per cent of the Zone until the expiration of the Treaty, which was set at December 31, 1999. On that date the Canal and all of its adjuncts will be turned over to Panama.

At sunset on September 30, 1979 the Stars & Stripes was lowered for the last time in the Zone and on that same date the Canal Zone Postal Service ceased operations. During that organization's 75 years of existence it had issued a total of 270 stamps for regular, airmail, official and postage due services. In that same time frame the USPOD and USPS had issued almost 1,700 stamps for the same services!

At sunrise on October 1, 1979, the Panamanian standard was raised: the Canal Zone had ceased to exist. But the Canal is still there: living proof of the motto on Panama's coat of arms – PRO MUNDI BENEFICIO. And so, on this note my story comes to an end. The Panama Canal was – and is – one of mankind's most memorable achievements and as a symbol of the human genius that united the oceans, it will always be a monument to the triumph of American engineering (Figure 20).

This article is based on the Gold and Grand Award winning exhibit by the same name compiled by the author over several years and after considerable research into innumerable publications on the subject matter.



Raymon W. Ireson was born in Lancashire, England, in 1929. In 1940 he moved with his parents to Peru, where he finished his schooling and entered the serivce of the Royal Bank of Canada. His banking career took him from Peru to the Dominican Republic, Jamaica, Cuba, Columbia, Montreal, and Miami. While serving in Montreal, he and his family became naturalized Canadian citizens in 1978, and since his retirement in 1986 he has resided in Montreal where he is very active in the affairs of The Lakeshore Stamp Club. His collecting interests embrace Great Britain, Jamaica, Colombia, the Bahamas: and several thematics, his favourite one being the subject of his article in the publication. The exhibit received the RPSC Grand Award at ROYAL OGOPEX *94* ROYALE in Vernon, BC; and an article he wrote on Columbian Aviation and Airmail, published in *The Canadian Philatelist*, received the Geldert Medal in 1995.

Raymond W. Ireson est né en 1929 en Angleterre dans le Lancashire. En 1940 il suivit ses parents au Pérou où il termina ses études et où il fut engagé par la Banque Royale du Canada. Sa carrière bancaire le conduisit du Pérou à la République Dominicaine, puis la Jamaique, Cuba, la Colombie, Montréal et Miami. En poste à Montréal il fut naturalisé citoyen Canadien avec sa famille en 1978. Depuis qu'il a pris sa retraite en 1986, il réside à Montréal où il participe activement aux activités du club philatélique du Lakeshore. Sa collection personelle inclut les pays tels que la Grande Bretagne, la Jamaique, la Colombie et les Bahamas ainsi que plusieurs collections thématiques dont sa préférée fait l'objet de cette publication. L'exposition de cette dernière a reçu le RPSC Grand Prix à ROYAL OGOPEX *94* ROYALE (Vernon, Colombie Britanique) et l'article qu'il a écrit sur l'aviation et la poste aérienne Colombienne publié dans *Le philatéliste canadien* s'est vu descerner la médaille Geldert en 1995.

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by Jim Measures

A Strange Man – A Strange Prime Minister

Who was the strangest person to ever hold the post of Prime Minister in Canada? Pierre Trudeau? Brian Mulroney? How about our first Prime Minister, John A. Macdonald, who once claimed that there was "only room for one drunk in my cabinet, me!"? Each of these will get the nod from some, but my vote for the strangest goes to William Lyon Mackenzie King.



King was a bland politician who never enjoyed the affection of the people but always succeeded in getting their votes. He was prime minister longer than anyone else, yet very few people knew him personally. When I started collecting stamps, he was still in office and I knew the name "William Lyon Mackenzie King" but didn't recognize his picture until he was pictured on a stamp issued on June 25, 1951. This four-cent stamp was the start of a series, all similar in design to the King George VI stamps of the same era. All that is, except for the W.L.M. King stamp! King George and the other prime ministers are all shown in a formal "head and shoulders" portrait: however, Mackenzie King is shown at his desk with the parliament buildings in the background.

Philatelists will also be interested to know that Mackenzie King's first government job was in the office of the Postmaster General.

He had many accomplishments in the field of labour relations, including Unemployment Insurance. It was the King government that introduced Canada's first Unemployment Insurance program in 1940.

Typical of the contradictions in his political life: when his government declared war on Germany in 1939, King promised the French Canadians that there would be no conscription; then in 1940 he implemented conscription, "for national security". (This reminds me of: Bob Rae, the Premier who campaigned against legal gambling, then once elected cut the ribbon to open the Windsor Casino.) In spite of his turn around, King was able to get re-elected several times and remained in office until he chose to resign in 1948.

King was a prolific letter writer all his life and kept extensive diaries. II is this collection of diaries that reveal the very strange beliefs of this enigmatic man. In his lifetime it was known that he was interested in seances, spiritualism, and assorted other psychic pursuits. It was not until his diaries were opened that the extent of his strange beliefs was revealed.

When he died on July 22, 1950, his diaries were sealed for 30 years. It was therefore 30 years after the fact that we learned that during World War II, Canada was led by a man who claimed to get advice on national affairs from his dog; both before and after the dog died. When making decisions on who to promote or demote in the cabinet, he discussed the candidates with the long dead Wilfrid Laurier. (Perhaps he should have consulted John A. Macdonald about their drinking habits.)

He was so indecisive that when he was preparing to meet with Winston Churchill, Franklin D. Roosevelt and Joseph Stalin; he called on the ghost of his mother to tell him what to do.

In 1995 the United Nations celebrated its 50th Anniversary and many countries, including Canada, issued stamps to mark the occasion. There on Canada's offering is William Lyon Mackenzie King. Yes, he did sign the U.N. Charter on behalf of Canada, but I would have preferred to see a Canadian that we can be proud of rather than this strange warped man. Perhaps a U.N. peacekeeper or even Lester Pearson who was given the Nobel prize for setting up the first United Nations peacekeeping force. There have been many Canadians to choose from, who have made significant contributions to the U.N.

Perhaps he was prime minister during some of our most difficult times, and perhaps he did accomplish some fine, even great things; but I still feel that William Lyon Mackenzie King was a very strange person, and the strangest prime minister that we have ever had.

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The British Post Office in British North America

PART II

By James E. Kraemer, FRPSC



Arthur Woodgate, Postmaster General of Nova Scotia from January 1844 to July 5, 1851, is shown here in a portrait by A. Lang.
Courtesy of the National Archives of Canada – Postal Archives

(Part I of The British Post Office in British North America appeared in the March-April issue of *The Canadian Philatelist*).

Nova Scotia (1786-1851)

The French founded the first permanent settlement in Canada in 1605 at Port Royal, now known as Annapolis, Nova Scotia. A settlement in Quebec followed in 1608. French and British control of the peninsula alternated until 1713 when the Treaty of Utrecht gave possession of Nova Scotia to Great Britain. France retained Cape Breton, Prince Edward Island than Isle St. John, and New Brunswick. The Battle of the Plains of Abraham at Quebec on September 18, 1759, resulted in a British victory over the French. France lost her North American colonies with the signing of the Treaty of Paris in 1763. Cape Breton and Prince Edward Island became part of Nova Scotia. Prince Edward Island was detached in 1769. New Brunswick separated in 1784. Cape Breton, which became a separate colony in 1784, was annexed to Nova Scotia in 1820.



John Howe Sr., agent Nova Scotia Post Office from July, 1803 to 1818. Photo by Wm. Neuman.
Courtesy of Public Archives of Nova Scotia

Joseph Peters (Jan. 18, 1786 – Feb. 13, 1800)

The first Deputy Postmaster General of Nova Scotia was Joseph Peters, who received the appointment in 1786. Peters, a soldier, schoolteacher and postmaster, was born in Dedham,. Massachusetts on December 11, 1729. He was the eldest child of William Peters and Hannah Chenery. Joseph Peters married Abigail Thompson. They had five children. Peters joined the Military in 1752 and served as a foot soldier. Then followed seven years service as a non commissioned officer in the 50th Foot Infantry. He saw action in the capture of Louisburg in 1758.

After he moved to Nova Scotia he started teaching school and from 1773 to 1785 he was a schoolmaster. In 1782 Peters became the unofficial Postmaster of Nova Scotia and on January 18, 1786, he was appointed Deputy Postmaster General of Nova Scotia under the authority of Hugh Finlay. He held this position until his death on February 13, 1800, while in Baltimore, Maryland. During his postmastership he initiated a regular courier service between Halifax and Annapolis Royal, where the mail went by water to Digby and across the Bay of Fundy into New Brunswick.

John Brittain (April 5, 1800 – July 3, 1803)

John Brittain was appointed Post Office Agent for Nova Scotia on April 5, 1800, succeeding Joseph Peters. Brittain made arrangements with John Howe Sr. to take over the position of Agent of the

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Post Office in Nova Scotia. Ostensibly Brittain gave up the post because of health problems. The transfer took place on July 3, 1803. Brittain died in 1811.

John Howe, Sr. (July 5, 1803 – 1818)

John Howe a United Empire Loyalist took over the duties of Post Office Agent from John Brittain on July 5, 1803. Brittain who was supposedly about to die was to receive £200 per annum from Howe as good will for the office. However, Brittain lived another seven-and-a-half years (1871) resulting in a net yearly loss to Howe of £75.

Howe was born in Boston on October 14, 1754. When the British evacuated Boston in March 1776, Howe went to Halifax. He married 16-year-old Martha Minns on June 7, 1778 in Newport, Rhode Island, and in 1780 moved permanently to Halifax, where he began publishing the *Halifax Herald* on December 8, 1780. His wife died in 1790 when she was 28 years old. In 1791, Howe, who ran a printing establishment, printed. *The British American Almanack* for William Green, a lawyer and author.

On October 25, 1798, John Howe married a second time to Mary Austin, nee Ede. From this union came the birth of Joseph Howe (1804-1873), the famous Nova Scotian orator, statesman and Lieutenant Governor of Nova Scotia. He was the eighth of John Howe's children.

John Howe became the King's Printer in 1801 and hence the publisher of *The Nova Scotia Royal Gazette*. Sir George Prevost, the Lieutenant Governor, sent Howe to the United States to gain intelligence about the American government's intentions toward Nova Scotia. On June 4, 1818 Howe relinquished the post office agency in favour of his son, John Howe Jr. John Howe, Sr. died on Dec. 27, 1835.

John Howe, Jr. (1818 – January 18, 1843)

The eldest son of John How,e Sr. John Howe, Jr., born in Halifax September 8, 1784, took over the post office of Nova Scotia as Agent in 1818.



John Howe, Jr., Agent Nova Scotia Post Office from 1818 to January 1829. Deputy Postmaster General Nova Scotia from Jan. 1829- Jan. 1843.

He was a half-brother to the well-known outspoken Nova Scotia politician and statesman Joseph Howe. On January 6, 1829,

Howe was named Deputy Postmaster General of Nova Scotia and New Brunswick. His service ended with his death in St. John, New Brunswick on January 18, 1843. Howe was also the Queen's Printer. He is buried in St. Paul's Cemetery in St. John. After his death, a son-in-law of John Howe, Jr., Mr. H.M. Watson, a senior official in the Nova Scotia post office, was given temporary control in the administration of the post office in Nova Scotia and New Brunswick.

Arthur Woodgate (Jan. 5, 1844 - July 5, 1851)

John Howe, Jr., was succeeded by Arthur Woodgate, who received his appointment as Deputy Postmaster General on January 5, 1844. Woodgate was the youngest son of A. Woodgate, County Kent, England and a nephew of Field Marshall, First Viscount Hardinge, Secretary of War and later Governor General of India. It was intended that Arthur Woodgate would have a career in the army but was barred from entry due to a disability. Eventually he found employment in the Home Office and in 1843 was sent by the General Post Office, in London to Halifax as a surveyor. As noted above he was soon promoted in 1844 to Deputy Postmaster General.

In 1850, Lord Elgin, the Governor General of Canada, wrote several letters to the Colonial Office in London, England urging passage of an Act of Parliament in Great Britain that would allow the transfer of the post office in British North America from Imperial to provincial authorities. The Governor General issued a Proclamation on April 5, 1851, announcing the transfer. As a result Arthur Woodgate's service as Deputy Postmaster General of Nova Scotia terminated on July 5, 1851 and he was officially appointed the first and only Postmaster General of Nova Scotia effective July 5, 1851.

The office of Postmaster General ended on July 1, 1867 at Confederation. Woodgate became the Post Office Inspector for Nova Scotia and later the Postmaster of Halifax. In 1874 he retired and shortly thereafter left Halifax for London, England, where he died in the late 1890s.

Cape Breton, 1755-1820

Cape Breton "Island", became a part of Nova Scotia in 1763 when the Treaty of Paris was signed on February 10. After Great Britain recognized American Independence, Cape Breton became a separate colony in 1784. In 1820 the colony was annexed to Nova Scotia.

Thomas Uncle (June 22, 1785 – ?)

Thomas Uncle, who had been appointed Postmaster of Sydney in 1784, was appointed Deputy Postmaster General of Cape Breton on June 22, 1785. At this time Uncle was Commissioner of Customs in Cape Breton. A map of 1788 shows the land that he received along the Sydney River. Mr. Uncle is reported to have left the Island in 1788. After being absent for three years he was replaced as Commissioner of Customs by George Moore on August 9, 1791. It is uncertain who, if anyone, took over his responsibilities as Deputy Postmaster General until the Colony was annexed in 1820 by Nova Scotia.

In 1817, a weekly overland postal route between Sydney and Halifax opened. In winter it was a monthly ser-

vice. During the navigation season the mail was transported by coastal vessels. The island remained fairly isolated until 1955 when a causeway was constructed in order to provide direct road and rail connections with the mainland.

(**Ed. note:** *The author was unable to find more information on Mr. Uncle. Hopefully a postal historian will research the early history of Cape Breton and send a report to the editor*).

Prince Edward Island, 1845-1851

While the Treaty of Utrecht in 1713 gave possession of Nova Scotia to Great Britain, France retained Prince Edward Island, Cape Breton and New Brunswick. After France lost its North American colonies, the 1763 Treaty of Paris resulted in both Cape Breton and Prince Edward Island becoming part of Nova Scotia. In 1769 Prince Edward Island was detached and has remained a province ever since.

Thomas Owen (Nov. 29, 1845 – July 22, 1851)

The first Deputy Postmaster General of Prince Edward Island was Thomas Owen who received his appointment on November 29, 1845. Thomas was the fifth child of eight born to Arthur Owen and Elizabeth Lee. He was born at Malpegue, PEI on October 12, 1795. His father, Arthur Owen had come to PEI from Devonshire, England in 1780. Thomas married Ann Campbell, daughter of George and Anne (Cameron) Campbell in Princeton, PEI on December 23, 1821. Ann was born in Scotland August 23, 1802 and died June 7, 1892.

After his father's death in August 1824, Thomas, a merchant and businessman, leased 425 acres known as Lot 53. It was here that he and his brother Arthur operated a shipbuilding business known as A&T Owen. The partnership was dissolved in 1842. During this period Thomas became interested in politics.

He was elected to the General Assembly in 1824 as the representative of King's County. In 1827 he became a Justice of the Peace and was noted in 1832 as holding several county positions. Thomas Owen's appointment as Deputy Postmaster General ended on July 22, 1851. Lord Durham's recommendation that control of the post office be placed in provincial hands resulted in an Imperial Act of Parliament on July 28, 1849 enabling colonial legislatures to establish their own posts. As a result Owen was named Postmaster General of Prince Edward Island. A staunch Conservative, he held office until August 5, 1858 when he was removed from office for voting against the Liberals. On April 6, 1860 Thomas Owen died of pneumonia after an illness of 10 days. He is buried in Elm Avenue Pioneer Cemetery in Charlottetown.

New Brunswick, 1785-1851

The capture of Quebec by James Wolfe on September 18, 1759, was followed by the Treaty of Paris which was signed on February 10, 1763. Britain took over the Province of New Brunswick in 1763 and attached it to Nova Scotia. A formal treaty was signed by Great Britain and the United States of America on September 3, 1783, recognizing American Independence. In 1784 New Brunswick was separated from Nova Scotia and became a separate colony.

Christopher Sower (January 5, 1785 – 1795)

Christopher Sower of St. John, New Brunswick became the first Deputy Postmaster General of New Brunswick taking up his post on January 5, 1785. In October of the same year he was appointed King's Printer.

Sower, the eldest son of Christopher Sower and Catharine Sharpnack was born in Germantown (Philadelphia),. Pennsylvania on January 27, 1754. He married Hannah Knorr of Philadelphia on January 8, 1775. They eventually had five children.

In 1778, Christopher Sower and his family were forced to flee Philadelphia for New York because of anti-revolutionary articles he wrote and published. A dedicated Empire Loyalist, he sought Royal protection from the British troops and moved to St. John, New Brunswick. In 1785, he began publishing weekly *The Royal Gazette* and the *New Brunswick Advertiser*. He sold both papers to John Ryan, whose wife was Amelia Mott, a sister of Jacobs Mott. In 1786, Sower was charged with libel, convicted and fined by the New Brunswick Supreme Court. As Deputy Postmaster General he was continually involved in controversy and gave up the position in 1795. Due to declining health he left New Brunswick in 1799. On July 3, 1799 Mr. Sower died in Philadelphia. He was still the King's Printer and was succeeded after his death by John Ryan.

William Campbell (1795 – 1823)

William Campbell of St. John, New Brunswick was appointed the colony's Deputy Postmaster General in 1795. Mr. Campbell was born in 1741 in Worcester, Massachusetts. In 1775 he was listed as a "disaffected" citizen. The Worcester Committee appointed to watch and deal with such persons sent him to the Commander-in-Chief at Cambridge "it being judged highly improper that he should tarry any longer" in Worcester. He embarked with the Royal Navy in Boston in 1776 during their evacuation. In 1783, Mr. Campbell went to New York as one of 50 petitioners for lands in Nova Scotia. Later the same year he went to Halifax but after three years (in 1786), moved to St. John, New Brunswick. In 1787 he was appointed judge of the Vice-Admiralty Court. In 1795 he became the second Mayor of St. John, a post he held for 20 years until 1815.

Campbell was also a councilman of the St. Andrew's Society. He died in St. John in 1823 at the age of 82. His widow, Elizabeth was born in 1740 and died in 1824. Agnes their only child, died in St. John in 1840 at the age of 78.

Thomas Allen Stayner (April 4, 1828 – Jan. 5, 1829)

Thomas Allen Stayner became Deputy Postmaster General of Upper and Lower Canada, Nova Scotia and New Brunswick on April 4, 1828. Stayner's responsibility for the post office in New Brunswick ceased on January 5, 1829.

John Howe, Jr. (Jan. 6, 1829 – Jan. 18, 1843)

On January 6, 1829, John Howe, Jr. was appointed Deputy Postmaster General of Nova Scotia and New Brunswick. He served until his death on January 18, 1843. Before John Howe, Jr.'s death, the General Post Office in London asked for a thorough investigation of postal affairs in Nova Scotia and New Brunswick. A senior official, Mr. Page, was put in charge with a view of improving the service. A prior proposal by the New Brunswick legislature that New Brunswick should have a separate postal system was looked on with favour by Mr. Page. He forwarded the recommendation to headquarters in London. Immediate approval was given.

(See John Howe, Jr. under Nova Scotia heading.)

John Howe III (July 6, 1843 – July 5, 1851)

Mr. Page wrote on April 19, 1843 to John Howe III , a son of John Howe, Jr., advising him that the Treasury Board had approved his appointment as Deputy Postmaster General of New Brunswick. John Howe III had been Postmaster of St. John since December 10, 1836. The date of his official appointment was July 6, 1843. After his appointment, John Howe III continued to maintain his headquarters in St. John, the province's chief commercial centre.

In 1842 there were 14 post offices and 28 way offices in New Brunswick. The post offices in Woodstock, Madawaska, Grand Falls and Campbellton, under the charge of the Deputy Postmaster General of Canada, were transferred in 1843 to the control of the Deputy Postmaster General of New Brunswick. John Howe III's position ended on July 5, 1851 with the transfer of postal responsibilities to the provincial authorities. On July 6, 1851 John Howe III was appointed New Brunswick's first Postmaster General. By this date New Brunswick had 29 post offices and 96 way offices.

John Howe III remained in his position until May 29, 1856, when he was appointed postmaster of St. John. When New Brunswick's postal service separated from Nova Scotia in 1843, way office keepers in New Brunswick were allowed to collect an extra 2 pence as a service charge on all letters sent or received. This arrangement



Thomas Owen and his wife Ann, Deputy Postmaster General of Prince Edward Island 1845-1851.
Courtesy of Prince Edward Island Public Archives & Record Office.

lasted until 1851 and was abolished when a salary was paid to way office keepers. The free franking privilege enjoyed by way office keepers was terminated in 1850. They were compensated for their loss of privilege.

John Howe, III, the eldest son of John Howe, Jr. was born in Halifax, Nova Scotia on June 3, 1814. On June 5, 1838 he married Mary Elizabeth White. John Howe, III died in St. John, New Brunswick on June 3, 1898.

Conclusion

The author has always found the postal history of British North America a most interesting period. Biographical information on some of these prominent men who guided postal affairs in British North America is quite obscure.

No doubt more research would uncover more information. Rather than delay this paper for a longer period of time, the author decided to submit the article to the editor for publication and trust that other postal historians will do further research and submit their findings for publication.

The author would also liked to have shown a photo, print, sketch, portrait or other likeness of each of the Deputy Postmasters General. Probably such reproductions, in some instances do not exist. This is another area of challenge to postal historians. For many years the author has hunted, without success, for a print or other likeness of Hugh Finlay. The late Charles P. de Volpi, FRPSC, of St. Saveur-des-Monts, Quebec, always insisted that he had found a print of Finlay in one of the museums in Montreal.

The problem was that Charlie could not remember which museum. Hopefully a postal historian will rediscover Finlay's print and send it to the editor for reproduction in *The Canadian Philatelist*.

Other Deputy Postmaster Generals whose photo or other likeness remain to be found are: Joseph Peters, Nova Scotia; John Brittain, Nova Scotia; Thomas Uncle, Cape Breton; Christopher Sower, New Brunswick; William Campbell, New Brunswick; John Howe III, New Brunswick.

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Boston Public Library, Fine Arts Department, PO Box 286, Boston, MA, 02117;
Building Dedham, Celebrating 350 Years of History, by Electa Kane Tritsch (1986);
Old New England Homes by Stanley Schuler, (1984);
Beaton Institute of Cape Breton Studies, PO Box 5300, Sydney, NS, BIP 6L2;
The Canadian Postal Archives, National Archives of Canada, 395 Wellington St., Ottawa, ON, K1A 0N3.
University College of Cape Breton, Sydney, NS – Kate Currie, Archival Research;
Harriet Irving Library, University of New Brunswick – Linda Baier, Archivist;
Dartmouth Heritage Museum, Dartmouth, NS;
Public Archives of Nova Scotia, Halifax, NS –Philip L. Hartling, References Archivist;
Provincial Archives of New Brunswick, Fredricton, NB, -Wanda Lyons;
Prince Edward Island Public Archives, Charlottetown, PEI – Marilyn Bell Historic Records Archivist.

Canadian Rarities from the Brigham Collection / Raretés canadiennes de La Collection Brigham

As promised in the Jan./Feb. issue, The Royal Philatelic Society of Canada is pleased to present to our readers some rare and unique material from the Large Queen portion of The Brigham Collection courtesy of Ron Brigham. The Brigham Collection of Pence and Cents and that of the Large Queens were double winners at the Annual Convention of the American Philatelic Society held in Santa Clara, California in August 1998.



Fig. 1

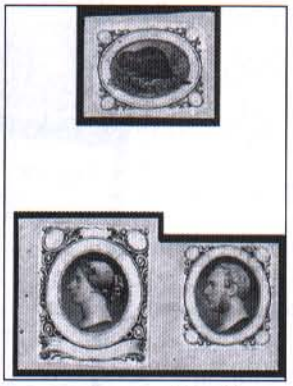


Fig. 2

It is the first time that two collections owned by the same person have won the Champion of Champions competition and the Open Class in the same year. The Large Queens, winners of the 1998 Open Class, are qualified for the 1999 Champion of Champions competition to be held in Cleveland, Ohio in August 1999.



Fig. 7



Fig. 3

Both collections have also won the Grand Award at Conventions of our own Society; the Pence and Cents in Calgary in September 1997 and the Large Queens at Hamilton in May 1998. Congratulations, Ron, for these triumphs.

Fig. 1: Essay by the National Bank Note.
Fig. 2: The unique archival essays from the British American Bank Note Co.
Fig. 3: Left portion of the Trade Sample Sheet.
Fig. 4: A unique franking comprised of Large Queens and a late usage of the 10-cent Nesbitt envelope.



Fig. 6

Tel que promis dans notre revue du Jan./Fév, La Société royale de philatélie du Canada, prend plaisir de présenter à nos lecteurs certaines raretés et du matériel unique des Grandes Reines de La Collection Brigham gracieuseté de son propriétaire, Ron Brigham. La Collection Brigham de Pence et Cents et celle des Grandes Reines furent gagnantes doubles à la Convention de l'American Philatelic Society tenue en août 1998.

C'est la première fois que deux collections du même propriétaire gagnent la compétition Champion des Champions et la Classe ouverte la même année. Les Grandes Reines, gagnantes de la Classe ouverte 1998, sont maintenant qualifiées pour la Compétition Champion des Champions 1999 qui se tiendra à Cleveland, Ohio en août de cette année.

De plus, les deux collections ont aussi gagné les Grand Prix aux Conventions de notre Société; les Pence et Cents à Calgary en septembre 1997 et les Grandes Reines à Hamilton en mai 1998. Félicitations, Ron, pour ces triomphes.

Fig. 1: Essai de la National Bank Note.
Fig. 2: Essais uniques provenant des archives de la British American Bank Note Co.
Fig. 3: Partie gauche de la feuille d'échantillons.
Fig. 4: Un tarif considéré unique composé de Grandes Reines et d'une envelope de 10-sous Nesbitt pré-affranchie.

Fig. 5: 1/2-cent - Unrecorded die essay in yellow.
Fig. 6: 1/2-cent - Periodical wrapper bearing a 24 perf. 112 x 12.
Fig. 7: Two-cent - The only recorded tête-bêche composite die proof in private hands.
Fig. 8: Two-cent - The unique block showing the full Bothwell watermark.
Fig. 9: Two-cent - The only recorded registered adjoining town rate.
Fig. 10: Three-cent - One of two known die essays in dark blue.
Fig. 11: Three-cent - The largest multiple recorded.
Fig. 12: Five-cent - Unlisted large green die proof with imprint.
Fig. 13: Five-cent - The only recorded imperforate of this value.
Fig. 14: Six-cent - Only double print variety recorded on cover.
Fig. 15: 12-1/2-cent - Unique die proof printed on celluloid.
Fig. 16: 12-1/2-cent - The only recorded multi-rate by First Packet Principle.
Fig. 17: 15-cent - One of two known covers paying the 23-cent rate via the United Kingdom.
Fig. 18: 15-cent - A reconstructed strip showing the full Pirie watermark.
Fig. 19: Two-cent on laid paper - The rarest stamp in Canada. Two copies are known.





Fig. 10

Fig. 11



Fig. 17



Fig. 14



Fig. 15



Fig. 16



Fig. 9



Fig. 19



Fig. 18



Fig. 4



Fig. 5



Fig. 8



Fig. 12



Fig. 13

Fig. 5: 1/2-sous – Essai non-homologué en jaune.
Fig. 6: 1/2-cent – Bande de journaux portant un 24 perforé 112 x 12.
Fig. 7: deux-sous – La seule copie d'une épreuve composée de poinçon tête-bêche en mains privés.
Fig. 8: deux-sous – Le seul bloc montrant le filigrane Bothwell au complet.
Fig. 9: deux-sous – La seule enveloppe connue portant le tarif recommandé de villages avoisinants.
Fig. 10: trois-sous – Une des deux copies connues de l'essai en bleu foncé.
Fig. 11: trois-sous – Le plus grand multiple connu.
Fig. 12: cinq-sous – Grande épreuve de poinçon en vert avec inscription. Non catalogué.
Fig. 13: cinq-sous – La seule copie connue imperforée.
Fig. 14: Six-sous – Seul exemplaire connu imprimé en double sur pli.
Fig. 15: 12-1/2-sous – Seul copie connue du timbre imprimé sur celluloïd.
Fig. 16: 12-1/2-sous – Seul pli connu portant un tarif multiple ayant fait l'objet du principe de l'envoi par premier bateau.
Fig. 17: 15-sous – Un de deux plis connus payant le tarif de 23-sous via la Grande-Bretagne.
Fig. 18: 15-sous – Une bande reconstruite montrant le filigrane Pirie au complet.
Fig. 19: deux-sous sur papier vergé. Le timbre le plus rare au Canada. Deux copies sont connues.



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Le Musée de la Poste: un musée à visiter!

par Grégoire Teyssier

Depuis qu'il a ouvert ses portes, le 12 juin 1997, le nouveau Musée canadien de la poste a accueilli près de 600,000 visiteurs! Un véritable succès, preuve, s'il en est une, qu'il répond tout à fait aux attentes des visiteurs, et que la philatélie et l'histoire de la poste sont on ne peut plus "in".

Ce succès populaire, le Musée le doit certainement à sa personnel, qui savent mettre en valeur et vulgariser notre riche patrimoine postal et philatélique. La quantité de petites expositions présentées, dont la dernière, "Les automatistes" qui a attiré plus de 50,000 visiteurs, sont la preuve du dynamisme du musée.

Cette exposition a d'ailleurs été présentée à l'étranger, à Paris, Londres et Washington. Bien entendu, la série de timbres émise par Postes Canada en hommage aux automatistes à l'occasion du 50e anniversaire de la publication du célèbre manifeste, Le Refus global, constituait la pierre angulaire de cette exposition. Ce succès de fréquentation ne nous étonnera pas lorsque l'on sait que de nombreux philatélistes sont aussi amateurs d'art. D'ailleurs, le timbre-poste n'est-il pas une petite oeuvre d'art?

Le musée a donc bien compris, une fois de plus, que la philatélie et l'histoire de la poste constituent des témoins privilégiés de l'évolution de notre société, tant aux niveaux culturel, que social et économique.

Dans cette lignée gagnante, le Musée canadien de la poste a aussi présenté l'exposition "Jean-Paul Lemieux – Visions du Canada", une exposition qui regroupait 12 tableaux originaux qui ont fait l'objet d'une série de timbres émis en 1984.Les idées ne manquent pas au MCP, et dès le 25 février prochain, les jeunes pourront s'initier au monde fascinant des timbres grâce à une nouvelle exposition interactive intitulée "Timbromanie".

En tant que philatélistes, nous ne pouvons que louer les efforts du MCP, et soutenir notre seul et unique musée consacré à notre passe-temps favori. Si vous ne l'avez pas encore visité, vous savez ce qu'il vous reste à faire!

Pour obtenir des informations au sujet du Musée canadien de la poste, écrivez à: Musée canadien de la poste, Musée canadien des civilisations, 100, rue Laurier, C.P. 3100, succ. B, Hull, QC J8X 4H2, Tél. (819) 776-7003.

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BNAPS – *The Society for Canadian Philately*

Book Reviews

by J.J. Macdonald

St. Pierre and Miquelon – Specialized Stamp Catalogue – by James R. Taylor

As collectors of Canadian philatelic material, most of us also, insofar as we can afford, also collect the former colonies of British North American and most likely have at least looked at our neighbouring islands of St. Pierre and Miquelon. Stamps of St. Pierre and Miquelon are, today, colourful and interesting, but the early issues appear rather dull, at least in the standard catalogues. All that now changes as Jim Taylor has written a very comprehensive catalogue of the issues of these tiny islands, replete with interesting historical additions, not only to the stamp subjects themselves but also of the background of these remaining remnants of the French Empire. Everything is included in the volume, including a pricing or an equivalent description of scarcity.

This book is well illustrated in black and white, bound in a sturdy plastic spiral and in 8-1/2 by 11 inch format. It lies open nicely and is easy to follow and use. I particularly liked the descriptions of each stamp theme, their historical background as well as comments on the stamp's own history as it was issued, overprinted or changed in colour. The availability of the stamps in the islands or only in France is also clearly noted.

The introductory portion of the volume has a good index and clear explanation of the terms used in French and English. The book closes with four pages of reference and bibliography. Special attention is paid to varieties and their pricing, to early airplane flights to St. Pierre and to the Free French issues of 1940-1941. The history is very well researched and described. Prices are given for Mint, Used and FDCs.

The details of the recent conflicts between the French and St. Pierre fishers in 1989 and the troubles that arose during the local celebration of the bicentennial of the French Revolution lend even more enjoyment to a catalogue of stamps. This is highly recommended just for the history alone and is a must for collectors. It is a bit expensive at $55 Canadian ($35 U.S.) but for the specialist it is definitely a must.

Collections Canada 98

Collections Canada 98 is a great present the whole year long. It is first-rate in appearance, with a nice solid dust cover, a black and gold covered volume embossed with a loon. It houses spaces, protected by plastic mounts, for all the year's stamp issues, that come in an accompanying envelope. This gives young collectors, and even old duffers like your editor, the fun of inserting each on its proper page.

Inside the heavy glossy pages shine with pictures and text appropriate to the stamps shown. The background material is well researched and interestingly written. One can get a good education covering the topics without any effort. Chairman Ouellet's introduction appears in English, French, Japanese, Italian and Spanish, although only the first two appear in the text throughout, as befits Canada. Colour is everywhere and most illustrations I guarantee you've not seen before.

Continued on page 135

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by J.C. Arnell, FRPSC

Cross Border Letters – The Other New Brunswick Exchange Office

As most of the overland mail for the United States from the Maritime Provinces followed the route through St. John, NB, south to St. Andrews, NB, to be transferred either across the inlet by boat or around its head by road to Robbinstown, Maine, and thence down the coastal road through Maine to Boston,

However, St. John was the main hub for letters from the various parts of these provinces, which would have reached there from Fredericton down the St. John River; across the Bay of Fundy from Annapolis and Digby, NS; south from the northern part of New Brunswick to join the main post road from Halifax at Dorchester, NB; while the rest of Nova Scotian mails would link up with the daily postal courier at Truro, NS.

A surprisingly large of amount of U.S. mail passed through Woodstock to be exchanged with Houlton, ME. For the year ending September 1841, Woodstock collected nearly one-third as much U.S. postage as Kingston, UC, and almost as much as Stanstead, LC. Perhaps a reason for this lack of appreciation of how much provincial mail went through this exchange was due to the fact that, while all the rest of the New Brunswick post office operations came under the Nova Scotia Deputy Postmaster General at Halifax, Woodstock was part of the Canadian Provinces DPMG at

fig. 1



Quebec, so that it was not automatically included with the rest of the Maritimes in postal studies, often being listed separately in isolation.

An example of a letter through this exchange is shown in figure 1. It is a letter to Houlton, Maine, which was mailed at St. John on February 3, 1846 with 9d. Cy. postage to Woodstock prepaid. It would have been sent up the St. John River with the regular mail for Quebec to be dropped off at Woodstock. Although Woodstock was about 10 miles away from the border at Houlton, it nevertheless served as the exchange office. As a result, there was no additional postage charged to deliver the letter to Houlton, nor any U.S. postage charged for delivery at the exchange office.

Cross Border Letters – Across the Bay of Fundy

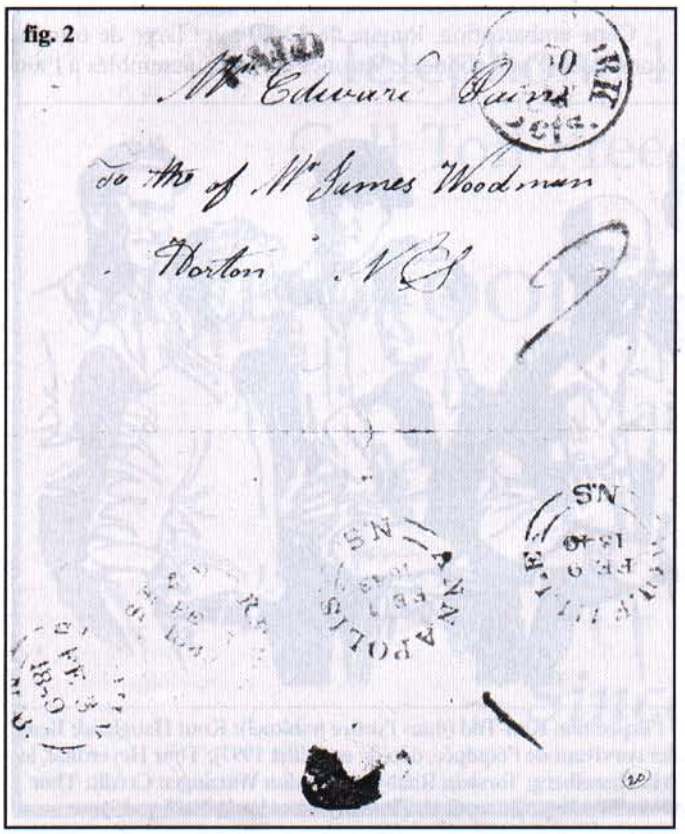
In the previous Vignette, the several routes followed by letters to and from various parts of the Maritime Provinces through St. John, NB, and the St. Andrews, NB – Robbinstown, ME, exchange were described.

The illustrated letter, in figure 2, is a fine example of the trans-Bay of Fundy route, as it was backstamped by the various offices where it was handled after arrival in New Brunswick. It was mailed at New York on January 30, 1849, with five cents postage to the border at Robbinstown prepaid.

On arrival at the border, it was backstamped at St. Andrews on February 3, and rated 9d. Cy. postage due to Horton, NS, via Annapolis, NS. It was forwarded to St. John and backstamped on the same day, before being sent across the Bay of Fundy by boat to Annapolis, where it was backstamped in turn on February 7, and then to Wolfville by February 9, and finally to its destination at Horton.

The apparent delays along the route, as shown by the dates on the letter, was the result of many of the mail courier routes only being two or three times a week. In general, at this period only the main routes had daily mail service.

fig. 2



L'épopée du Kon-Tiki

par Grégoire Teyssier

En 1947, une équipe formée de cinq Norvégiens et d'un Suèdois se lançait sur le Pacifique à bord d'un frêle radeau de balsa du port de Callao, près de Lima au Pérou, pour rejoindre la Polynésie. Le but de cette expédition: prouver, ainsi que le soutenait le chef-ethnologue de la mission, Thor Heyerdhal, que les îles de la Polynésie avaient été colonisées, il y a plusieurs siècles, par des Sud-Américains et ce, bien que 9,000 kilomètres, soit plus que la distance Chicago-Moscou!, séparent ces deux contrées.

Ils réaliseront leur exploit, et pour le prouver, ainsi que pour le financer, les aventuriers embarquèrent 1,000 enveloppes spéciales, aujourd'hui fort recherchées par les collectionneurs.

Qui est donc Kon-Tiki?

Kon-Tiki est en fait l'un des nombreux dieux de la légende péruvienne. Mais, sur certaines îles polynésiennes, le Dieu Kiti, fils du Soleil, est considéré comme le Dieu Suprême.

Thor Heyerdhal, qui a longtemps habité ces îles qui le fascinent, s'intéresse de près à l'origine des Polynésiens et y consacre une importante étude. La conclusion de sa thèse, est qu'il faut trouver leur origine en Amérique du Sud. En fait, selon l'ethnologue, Kon-Tiki du Pérou et Tiki de Polynésie sont une seule et même personne. Kon-Tiki aurait débarqué, il y a de cela



Le Kon-Tiki. Photographie d'époque reproduite sur carte postale affranchie du timbre polynésien de 88F émis le 7 août 1997 pour souligner le 50e anniversaire de la fabuleuse expédition. Coll. J.-C. Lafleur.

quelques siècles, en Polynésie, avec ses radeaux de baumier.

Mais personne, dans la communauté scientifique n'admettait à l'époque la thèse d'Heyerdhal, prétextant l'impossibilité de faire franchir à de simples radeaux de balsa, les 9,000 kilomètres de Pacifique qui séparent les deux contrées. Heyerdhal n'eut alors qu'une solution pour appuyer ses dires: tenter la traversée, dans les mêmes conditions archaïques, avec une équipe de cinq collègues.

L'embarcation

L'équipe se rendit alors à Lima, au Pérou, où le gouvernement mit à sa disposition un hangar de l'arsenal naval, afin d'entreprendre la construction du fameux radeau, pièce angulaire de l'expédition.

Cette embarcation, longue de 13,70 m et large de 6 m, est constituée d'une coque de 9 troncs de balsa, assemblés à l'aide

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Les membres de l'expédition Kon-Tiki (dans l'ordre habituel): Knut Haugland; Bengt Danielson (dernier survivant de l'équipée, décédé en juillet 1997); Thor Heyerdhal, le chef d'équipe; Erik Hesselberg; Torstein Raaby et Herman Watzinger. Crédit: Thor Heyerdhal, The Kon-Tiki Expedition, G.C. Thornley, New York, 1957, p. 19)

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Une des 1,000 enveloppes transportées à bord du Kon-Tiki, affranchie à 20 centavos et signée par l'un des membres de l'expédition, Erik B. Hesselberg, celui même qui peignit la figure de Kon-Tiki sur la voile du radeau. Au verso, le cachet d'arrivée à Papeete, le 28 août, et le tampon commémoratif. Coll. de l'auteur. Les marques apposées au verso de l'enveloppe.

de liens de chanvre, et maintenus ensemble par des poutres demi-cylindriques, le tout recouvert de bambou tressé. Il est gréé d'une voile de 21 m2 sur laquelle Eric Hesselberg peignit une grosse tête représentant Kon-Tiki.

L'habitacle, partie importante qui allait abriter l'équipe durant des mois, était en fait une petite cabane recouverte de feuilles de bananier. Quant au mât, il était fait d'une seule pièce de bois de manguier, une espèce très dure mais aussi très lourde, qui ne flotte pas.

L'équipe s'inspire de gravures anciennes pour reconstituer le radeau, selon des techniques ancestrales, qui n'admettaient, bien sûr, nis clou nis vis, ni d'ailleurs aucune pièce métallique.

101 jours ou 9,000 kilomètres en plein coeur du Pacifique

Fin prête après des mois de préparation et de contre-temps multiples, l'équipe embarqua le 28 avril 1947 sur son frêle esquif. Point de départ, le port de Callao, près de Lima et arrivée prévue, une île de la Polynésie française, de préférence Tahiti, pour ce qui allait devenir la plus formidable épopée de l'après-guerre.

Le 19 juin, après deux mois de "navigation" (les dérives primitives ne sont pas très efficaces, et en fait, le radeau ne peut compter réellement que sur les courants marins...), l'embarcation est à mi-chemin de son objectif, en plein coeur du Pacifique, dans des parages très peu fréquentés par la navigation commerciale. Selon le récit que fit Hesselberg de l'expédition (voir bibliographie), la vie à bord, malgré une extrême promiscuité, était on ne peut plus harmonieuse.

L'alimentation était cependant à l'image du radeau, c'est-à-dire, pas très raffinée et plutôt rudimentaire! Au menu, du poisson, des noix de coco et du gruau. Ayant embarqué de l'eau potable, les passagers en récoltaient aussi grâce à la grand'voile.

101 jours et 9,000 kilomètres plus tard (plus que la distance séparant Chicago et Moscou!) d'une navigation sans trop de problèmes, le radeau atteignit, le 7 août 1947, l'atoll de Raroia, dans l'archipel des Tuamotu (Polynésie française), où il fit malencontreusement naufrage, à quelques centaines de kilomètres seulement de Tahiti, sa destination souhaitée. Trop abîmé, le radeau ne pouvait plus continuer sa route par lui-même.

De toute façon, le pari était gagné. On avait prouvé que la traversée était possible. Le Kon-Tiki fut alors remorqué jusqu'à Papeete, par la goëlette "Tamara", le 22 août suivant. L'aventure, bien que réussie, se terminait abruptement. Mais les marins eurent cependant droit à un accueil chaleureux à Papeete, comme seuls savent le faire les Polynésiens.

Du courrier à bord!

Afin de souligner l'événement et de le financer, l'équipe apporta avec elle, à bord du Kon-Tiki, un millier d'enveloppes spécialement réalisées pour l'occasion. Enfermées dans une boîte étanche, chacune des lettres était affranchie d'un timbre péruvien de 20 centavos, tarif correspondant à la lettre simple pour l'étranger par voie de surface.

Bien que les Postes péruviennes entérinèrent le transport de courrier sur cette frêle embarcation, pas sécuritaire pour deux sous, il n'y eut cependant qu'une trentaine de lettres sur 1,000 qui furent correctement oblitérées au départ du port de Callao à l'aide d'un cachet double cercle: CORREOS DEL PERU/CALLAO. Au verso de ces 30 lettres, un autre cachet officiel apposé en violet, cette fois de forme ovale: CORREOS DEL PERU/CERTIFICADOS/CALLAO/ABR.28.1947. Ces lettres sont fort rares et je n'en ai personnellement jamais rencontré, ni même vu de reproduction.

Par contre, les 970 autres lettres (telle celle illustrée ici), sont plus courantes, bien qu'elles se négocient, aujourd'hui, quelques centaines de dollars. Elles ont été, semble-t-il, oblitérées après coup, par un cachet libellé: LIMA/PERU/APRIL 1947. Jean Charette, apporte l'explication suivante: le postier de Callao, dans son tout petit bureau peu achalandé, était peut-être effrayé à l'idée d'oblitérer, en une fois, un millier de lettres, sans doute beaucoup plus que tout ce qu'il avait pu oblitéré durant toute sa carrière!

Quoi qu'il en soit, à l'arrivée à Papeete, toutes les lettres reçurent au verso un cachet régulier libellé PAPEETE/TAHITI en date du 28-08-47, indiquant qu'il aura fallu exactement quatre mois au courrier pour arriver à destination. De plus, on apposa à l'arrivée, toujours au verso, sur toutes les enveloppes, un cachet illustré représentant le désormais fameux radeau avec la mention: KON-TIKI/CALLAO-PAPEETE/28 AVRIL-28 AOÛT

Il s'agit donc, bien sûr, d'un courrier de complaisance qui fera se questionner les "puristes", mais il n'en demeure pas moins que ces lettres ont bel et bien voyagé durant 101 jours, sur un frêle radeau de balsa, en plein coeur de l'océan Pacifique, il y a plus d'un demi siècle!

Cinquante ans après l'exploit de Thor Heyerdhal et de ses compagnons, une équipe française, dirigée par Éric de Bisschop, tentait une aventure semblable, mais pour essayer de prouver l'inverse de la thèse de Heyerdhal, à savoir que ce sont des marins polynésiens qui migrèrent vers l'Amérique du Sud. Cette expédition, appelée *Tahiti-Nui*, transporta elle aussi du courrier. Mais cela, c'est une autre histoire...

L'auteur désire remercier sincèrement le Père Jean-Claude Lafleur, pour le prêt de documentation et de pièces philatéliques illustrées dans cet article.

Bibliographie

La documentation sur le Kon-Tiki abonde, puisque l'événement a été grandement médiatisé. D'ailleurs, les nombreux livres, films ou reportages qui lui ont été consacré ont rapporté beaucoup d'argent à leurs auteurs. Et je vous conseille, si cette aventure vous intéresse, de visiter le musée du Kon-Tiki à Oslo, en Norvège.

"50e anniversaire de l'épopée du Kon-Tiki (1947-1997)", *circulaire philatélique de l'Office des Postes et Télécommunication de Polynésie.*

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POSTAL HISTORY SOCIETY OF CANADA
Founded May 6 1972

PHSC

APS Affiliate 67;
PHS Inc. Affiliate 5A;
RPSC Chapter 134

The **Postal History Society of Canada** was founded to promote the study of the postal history of Canada and its provinces. It publishes the quarterly **PHSC Journal**, whose contents range from fully-researched feature articles to items of current interest – from the pre-stamp era through postmark specialties and regional histories to modern mail mechanization.

Each year the Society holds meetings at shows across Canada. The Annual Meeting is held in the early summer, and is supplemented by Regional Meetings, usually featuring postal history seminars given by Society members. Eight different Study Groups are devoted to the detailed examination of various specialized aspects of postal history.

Membership dues are $15.00 per year, with a one-time admission fee of $1.00. For a membership application form please contact the Secretary, R. F. Narbonne, 216 Mailey Drive, Carleton Place, Ontario, K7C 3X9.

Society Reports
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Book Review

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Included are a fold-out page for the bird set, a double-sided mount for the canals and strips and squares as needed to show the fishing flies, highways series, the provincial premiers, etc. The pages conclude with details on each issue, including the printing process, tagging and a picture of the designers, although these latter are rather tiny. I was particularly struck with the wonderful colour of the Bobak oil (page 21), the Dempster Highway (page 37) and the lake at sunset (page 66). Canada Post should again be very proud of their annual collection issue. Although the volume is priced at $45.95, it contains almost $40 worth of mint stamps, so, while the initial cost is high, it can be considered a very good value.

Coming Events / Calendrier

To have your event listed in this section of *The Canadian Philatelist*, please send all details to The RPSC National Office, P.O. Box 929, Station Q, Toronto, ON, M4T 2P1. Details may be faxed to (416) 979-1144 or e-mail to rpsc@interlog.com. Information will not be accepted by telephone. **THIS IS A FREE SERVICE OF THE RPSC.**

Pour que votre événement soit listé dans cette section du *Philatéliste canadien* veuillez envoyer tous les détails au Bureau national de la SRPC, C.P. 929, Succ. 'Q', Toronto, ON, M4T 2P1. Les détails peuvent être faxés au (416) 979-1144 ou par poste-électronique à rpsc@interlog.com. Aucune information ne sera acceptée par téléphone. **CECI EST UN SERVICE GRATUIT DE LA SRPC.**

REGIONAL EVENTS / ÉVÉNEMENTS RÉGIONAUX

MAY 8, 1999: WINPEX '99, The Essex County Stamp Club (Windsor, ON), is sponsoring its Sixteenth Annual Postage Stamp Exhibit and Sale at Teutonia Club, 55 Edinborough St., Windsor from 10 a.m. to 5 p.m. There will be over 20 dealers from as far away as North Bay, Toronto and London, a Junior Club booth and a Canada Post counter. Door prizes on the hour and a souvenir cover will be available. There will be 80 frames of collections in the exhibition. Free admission and parking. For more information, call Dave at (519) 977-5967.

MAY 22-23, 1999: Dartmouth, Nova Scotia, Canada. NOVAPEX '99, the premier annual Atlantic Provinces stamp event. Presented by the Nova Scotia Stamp Club in collaboration with Seaside Book & Stamp. Hours 9 a.m.- 3 p.m. Saturday and Sunday, free admission and parking. Held at the Dartmouth Sportsplex, 110 Wyse Road (beside the MacDonald Bridge to Halifax). Contact: Seaside Book & Stamp, 5670 Spring Garden Road, Halifax, Nova Scotia, B3J 1H6, Canada (902) 423-8254 or fax (902) 423-6731, http://fox.nstn.ca/~gtucker/ or e-mail: gtucker@fox.nstn.ca

MAY 21-23, 1999: On the occasion of its 70th Anniversary, Société Philatélique de Québec invites you to "Le Salon des Philatélistes 1999". A dealer bourse, a provincial and local class exhibition and seminars will highlight this gathering. A special feature is the possibility to trade material on the floor with our 100+ members. The entry is free. The exhibition will take place at St. Rodrigue Church, 4760 1st Ave., Charlesbourg (near the 1st Ave. exit on "Boulevard de la Capitale" highway). Enjoy our large (and free!) parking lot. May is a beautiful month to discover or "rediscover" beautiful Quebec City, its restaurants and European atmosphere and our show is a great occasion to make new friends... You might also choose to spend two great philatelic weekends and visit both Quebec City and ROYAL *1999* ROYALE in Fredericton! Fredericton is only 375 miles from Quebec and the scenery on the Lower St. Lawrence is simply gorgeous!

MAI 21-23, 1999: C'est avec fierté que la Société philatélique de Québec soulignera ses 70 ans d'existence et fournira à tous les philatélistes de la région, de la province de d'ailleurs, l'occasion d'échanger leurs surplus philatéliques dans le cadre d'une exposition d'envergure provinciale. Vous êtes invités à venir nous rencontrer les 21, 22 et 23 mai, 1999 au sous-sol de l'Église St-Rodrigue, 4760, 1ère avenue à Charlesbourg. A cette occasion tous nos membres apporteront avec eux leur matériel à échanger et ils espèrent l'échanger contre des pièces philatéliques que leurs distingués collègues de l'extérieur ont en surplus. Enfin, l'exposition regroupera un certain nombre d'exhibits, de marchands et autres activités réservées aux jeunes et moins jeunes. Notre invitation s'adresse également aux membres de la Société royale de philatélie du Canada qui seront enroute vers Frédéricton pour ROYAL *1999* ROYALE le 28 mai 1999.

MAY 29-30, 1999: Stamp and postcard show will be held at the Holiday Inn, 3020 Blanshard St., Victoria BC. This stamp exhibition, postcard show and bourse is sponsored by the Greater Victoria Philatelic Society, the Vancouver Island Philatelic Society and the Victoria Junior Stamp Club. Admission is by donation – special show cancel, numerous door prizes; 16 page frames at $5 per frame; juniors (6 page frames) $1 per exhibit. For further information and prospectus, please write: Show Chairman, Box 5164, Station B, Victoria, BC, V8R 6N4, call (250) 721-1940 (evenings).

MAY 30, 1999: Owen Sound Stamp Show and Bourse in the Harry Lumley Bayshore Community Centre, from 9 a.m. to 5 p.m. Exhibits, door prizes, buy, sell and trade stamps and philatelic material. Free admission and free parking. For more information call Bob Watson, (519) 376-1270 or Bob Pike, (519) 371-8821.

SEPTEMBER 25, 1999: Milton Stamp Fair, at the Milton Seniors Activity Centre, 500 Childs Dr., Milton, ON, from 10 a.m. to 5 p.m. For more information call (905) 878-1533 or (905) 878-9076, e-mail: alman@globalserve.net

OCTOBER 23, 1999: Brantford Stamp Club annual exhibition and bourse at the Woodman Community Centre, 491 Grey St., Brantford, 10 a.m. to 4 p.m. Free admission and parking, 13 dealers, sales circuit, beginners' booth, exhibits, lunch counter, draws and prizes. For more information contact Show Convenor, Brantford Stamp Club, P.O. Box 25003, West Brant Postal Outlet, 119 Colborne Street West, Brantford, ON, N3T 6K5.

November 6-7, 1999: VANPEX '99 at the Empire Landmark Hotel, 1400 Robson St. , Vancouver, BC. Exhibition and Bourse sponsored by the British Columbia Philatelic Society. For more information contact: Show Chairman, Maurice Guibord, 101-1537 Charles St., Vancouver, BC, V5L 2T2. Call (604) 253-9311, e-mail: mguibord@direct.ca

NATIONAL EXHIBITIONS / EXPOSITIONS NATIONALES

May 28-30: ROYAL * 1999 * ROYALE, annual convention, exhibition and dealers' bourse of The RPSC sponsored by the Fredericton District Stamp Club at the Fredericton Inn, Regent Street at Trans-Canada Hwy., Fredericton, New Brunswick. Hours: Friday 10 a.m. to 6 p.m.; Saturday 9 a.m. to 5 p.m.; Sunday 10 a.m. to 4 p.m. Information: Ron Smith, 12 Chateau Drive, McLeod Hill, NB, E3A 5X2; Phone: (506) 453-1792; e-mail: rugbyron@nb.sympatico.ca

September 16-18: BNAPEX '99 sponsored by the British North American Philatelic Society in Vernon, BC. Top level exhibits for Society members, spousal activities, planned visits to area wineries, scenic and historical tours, awards' banquet and bourse. For more information: BNAPEX '99, #203-1139 Sutherland Ave., Kelowna, BC, V1Y 5Y2, or call (250) 861-1106 or e-mail: lee@silk.net

INTERNATIONAL EXHIBITIONS / EXPOSITIONS INTERNATIONALES

JULY 2-11: PHILEX FRANCE 99, World Exhibition with FIP patronage, to be held in Paris, France. Commissioner: Dr. J.J. Danielski, 71 Gennela Sq., Scarborough, ON M1B 5M7; (416) 283-2047. E-mail: be017@freenet.toronto.on.ca. Entry forms now available from Commissioner, entries close June 15, 1999.

AUGUST 21-30: CHINA '99, World Exhibition with FIP patronage, in Beijing, China. Commissioner: W.G. Robinson, 5830 Cartier St., Vancouver, BC, V6M 3A7; (604) 261-1953; fax (604) 261-3459.

2000

MAY 22-28: THE STAMP SHOW 2000, a celebration of philately for the millennium, with FIP patronage, to be held at Earls Court in London. Commissioner: Mr. Clifford R. Guile, P.O. Box 180, Port Hope, ON, L1A 3W3.

MAY 28-JUNE 4: WIPA2000 in Vienna, Austria. Canadian Commissioner: Otto F. Zeman, 702-150 Queen Street South, Kitchener, ON, N2G 4T7.

Exchanges Wanted / Demandes d'échange

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

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

Fabretti Enrico,
Via Tiraboschi 96
60131 Ancona,
Italia
I am looking for collectors in Canada and other states for exchanging mutual stamps, new novelty (no used).

The following is a list of collectors in France who answered an ad placed by one of our members in Yvert et Tellieri's "L'Echo de la Timbrologie", in his search for exchange partners. Due to an overwhelming response, our member was unable to deal with all replies that he received. The following are the names of collectors who are interested in exchanging French stamps for Canadian stamps:

Philippe Socquin
4, rue Duméril
80000 Amiens
FRANCE
Also collects: Monaco, Sweden, Polynesia, Eur-opa, "S.S. Normandie", Mint.

V. Terzvoli
88 Chemin des Alouettes
91560 Crosne
FRANCE

Michel Fritot
45 rue Gustav Nicollé
76600 Le Havre
FRANCE
Also collects: Telephone Cards

Alain Verrière
81 Ave. General Leclerc
10450 Brèviandes
FRANCE
Also collects: *USA*

Ghislain Paillasse
3 Allée des Aigrettes
56860 Séne
FRANCE

Michel Leperre
10 Square A. Cachot
75013 Paris
FRANCE
Also collects: Used Stamps.

Bessie Leconte
1, Square de Londres
78180 Montigny le Bretonneux
FRANCE

Jean-Pierre Leon
36 rue Georges Mandel
33110 Le Bouscat
FRANCE
e-mail: jpleon@minitel.net
Also collects: USA, Spain, Germany, Austria, Belgium, Italy, GB, Switzerland, Monaco, Israel

Christophe Marchondise
159 rue Vevins
02120 Guise
FRANCE
Also collects: Mint and Used

P. Pierre
14, rue du Bon Puits
91290 La Norville
FRANCE

Roger Meyer
134, rue de Belfort
68200 Mulhouse-Dornach
FRANCE

Frédéric Pierron
4 route Nationale
25720 Larnod
FRANCE

Laurent Szwarc
614 Haute Folie
14200 Héronville St. Clair
FRANCE
e-mail: laszwarc@lemel.fr

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 30 days of publication, applicants will be accepted into full membership. Any objections should be sent to the National Office, P.O. Box 929, Station Q, Toronto, ON, M4T 2P1.

Les demandes d'adhésion ci-dessous ont été reçues et sont publiées en conformité avec la constitution. Si aucun commentaire n'est communiqué au Bureau national, (C.P. 929, Succursale Q, Toronto, ON, M4T 2P1) d'ici 30 jours, les adhérants seront acceptés comme membres.
* requests address not be published / demande que son adresse ne soit pas publiée.
(M) minor - activity guaranteed by parent or guardian / mineur - activités philatéliques garanties par un parent ou un tuteur.

Individual/Individuel

I-26942 Mark De Roche
4 Blue Meadow Way
Kanata, ON K2M 1P8
I-26943 Frederick Benjamin
I-26944 Peter Kritz
RR #3
Hanover, ON N4N 3B9
I-26945 Yvan Latulippe
I-26947 Lawrence Goldberg
Box 7170
Buffalo Grove, IL 60089-7170
USA
e-mail: lmg@lmgcomm.com
INTERESTS: KGVI, British Atlantic Islands, British Africa
I-26948 Manfred Watt
7432 Crawford Drive
Delta, BC V4C 6X6
e-mail: mfredowatt@lynx.bc.ca
INTERESTS: Canadian and European stamps
I-26949 Ary Kalkman
INTERESTS: Nova Scotia, St. Pierre & Miquelon, Lundy, Kaulbach Island
I-26950 Patricia J. Betmanis
64 Tennyson Street
Woodstock, ON N4S 8B5
I-26951 Harold Houston
I-26952 Garth Platt
e-mail: rgplatt@flash.lakeheadu.ca
I-26953 Lynne Tim A. Hutchins
e-mail: lah46@yahoo.com

PHILATELIST SUBSCRIPTION

S-26946 National Archives of Canada Library - AGRB

Deceased / Nécrologie

Angell, Walter R. (I-24473) Huntington, USA
Drouin, Charles J. (I-26798) Ottawa, ON
Kelly, Alec J. (I-25789) London, ON
Kennedy, Gilbert D. (L-15040) Victoria, BC
Wood, Philip A. (I-26120) Stanstead, QC
Zap, David J. (I-8390) Montreal, QC

Change of Address / Changement d'adresse

Northwest Federation of Stamp Clubs (C-192)
6616 - 140th Place N.E.
Redmond, WA 98052-4649, USA

Abell, Murray R. (I-11369)
1010 Americn Eagle, Apt. 330
Sun City, FL 33573, USA

Bressler, Clifford W. (I-26149)
290 - 1142 Dufferin Street
Coquitlam, BC V3B 6V4

De Roche, Mark (I-26942)
4 Blue Meadow Way
Kanata, ON K2M 1P8

Dohrendorf, Michael (I-25841)
271 Florian
Rosemere, QC J7A 2N8

Grierson, A. Clark (I-12426)
226 - 1010 Sinclair Street
Winnipeg, MB R2V 3H7

Hobbs-Nicoli, Marilyn M. (I-24443)
990 Valetta Street
London, ON N6H 2Z6

Martin, Jean Jacques (I-25030)
212 1e rue
St Paul Ile-Aux-Noix, QC J0J 1G0

Vanthilt, Albert (I-26597)
2380 W. Jamison Way
Littleton, CO 80120-3942, USA

Editor's Desk...

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Stampin' the Future

Although the initial idea may well be from our friends south of the border, Canada Post was quick to add input and carry the ball in this latest effort to involve children in stamp collecting. Canada Post's contest last fall drew over 65,000 Canadian entries. The children were asked to design a stamp depicting their vision of a future world after 2000. The art, in colour, for each province was adjudicated by a team of three from another. Marjorie Ross, Willie Reid and your editor had wonderful fun surveying over 11,600 entries.

The photograph shows Marjorie, on the left, Willie, and, on the right, Yves Piche, our very efficient Canadian coordinator. Originality, creative expression, clarity and suitability for stamp production were the criteria we used. It was lots of fun, an opportunity to meet new people (Marjorie has expertise in art; Willie works with children) and a pleasure to do.



AJAX PHILATELIC SOCIETY

RPSC Chapter 163 meets 2nd and 4th Wednesdays of each month, September to June at Ajax Public Library, 65 Harwood Ave. S., from 6 to 9 p.m. All new members and visitors are welcome. Address: P.O. Box 107, Ajax, ON, L1S 3C3. For information, contact Sam Calnek, (905) 831-9886.

AMICALE des PHILATÉLISTES de L'OUTAOUAIS

L'APO, chapitre 190 de la SRPC, se réunit tous les jeudi de début septembre é fin avril, de 18h30 é 21h00. Les réunions ont lieu au Centre Communautaire Tétreau Parc Moussette, Boul. Brunet, 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 Wednesday of each month (except July and August) at 7:30 p.m. Bilingual and bi-province meetings in Hawkesbury, ON and Lachute, QC. Information: P.-Yves Séguin, 2888 Front Rd., Hawkesbury, ON, K6A 2T4.

CLUB PHILATÉLIQUE "LES TIMBRES" DE BOISBRIAND

Section adulte: Tous les lundis soir de 19h. à 21h. Section junior: Tous les samedis matin de 9h. à 12h; au Centre socio-culturel de Boisbriand, 487 Chavigny, Broisbriand; information: Louis-Georges Dumais (450) 979-7371; Jacques Charbonneau (450) 629-6030.

BARRIE DISTRICT STAMP CLUB

RPSC Chapter 73 meets 2nd 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 (2-4 p.m.) and 3rd Tuesday year round (7:30-9:30 p.m.) at Terry Miller Recreation Complex, Williams Parkway (between Dixie Rd. and Bramalea Rd.) Brampton, ON. Visitors welcome. Correspondence: Bramalea Stamp Club, Box 92531, Bramalea, ON, L6W 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, ON. Doors open at 7 p.m., short business meeting at 8 p.m., 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 p.m .in the Amenity Room, Grosvenor Building, 1040 W. Georgia St. Information: B.C.P.S., 2955 West 38th Avenue, Vancouver, BC, V6N 2X2.

CALGARY PHILATELIC SOCIETY

(Chapter 66) Regular meeting: First Wednesday of month, 7 p.m. Auctions on third Wednesday of month, 7:30 p.m. 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 for Canadian and USA members is $15 and for all other countries $20. No formal meetings but members meet at the RA Stamp Club meetings at the RA Centre, 2451 Riverside Dr., Ottawa, ON, at 7:30 p.m. every Monday except June, July and August. Information: Ron Miyanishi, 124 Gamble Ave., Toronto, ON, M4J 2P3. Tel: (416) 421-5846

CANADIAN ASSOCIATION FOR ISRAEL PHILATELY (CAFIP)

Chapter 76, Jan Bart Judaica Study Group, meets 2nd Wednesday of each month (except July and August), 7 p.m., at Lippa Green Bldg., 4600 Bathurst St., Willowdale, ON. Contact: Joseph Berkovits, 33 - 260 Adelaide St. E., Toronto, ON, M5A 1N1. Tel.: (416) 635-1749.

COLBORNE STAMP CLUB

Chapter 205 meets on the 2nd and 4th Tuesdays of the month, September to May inclusive at 7 p.m. in the Drop-in Centre, Victoria Square, Colborne, ON. All stamp collectors welcome, including Juniors age 10-16 years. Information: Mary Jackson, Box 33, Castleton, ON, K0K 1M0, phone (905) 344-7882.

CREDIT VALLEY PHILATELIC SOCIETY- MISSISSAUGA

Chapter 67 meets 2nd and 4th Mondays of every month (except on holidays and in July and August) at 7:30 p.m. 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 p.m. at the Phoenix Club, 6062 - 16th 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 June, 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. Tel.: (416) 425-1541.

EDMONTON STAMP CLUB

Touring stampers, new members and guests are welcome to visit Edmonton's Chapter 6. Meetings every other Monday, September through June, 6:30 pm, at Archbishop MacDonald High School, south entrance cafeteria, 142 St. and 108 Ave. Correspondence: Edmonton Stamp Club, Box 399, Edmonton, AB, T5J 2J6. Information: Keith Spencer, (403) 437-1787.

ESSEX COUNTY STAMP CLUB (WINDSOR)

Chapter 154 meets on the 2nd and 4th Wednesdays of the month (4th Wednesday in July and August) at the Teutonia Club, 55 Edinborough, Windsor, ON. Meetings start at 7 p.m., program at 8 p.m. Lots of parking; all visitors are welcome. Information: Essex County Stamp Club, c/o David L. Newman, 1165 Wigle Ave., Windsor, ON, N9C 3M9, (519) 977-5967.

ETOBICOKE PHILATELIC SOCIETY

Chapter 78 meets at Fairfield Centre, 80 Lothian Way, Etobicoke at 7:30 p.m., 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

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

FREDERICTON DISTRICT STAMP CLUB

Chapter 148 of The RPSC meets on the 1st and 3rd Tuesdays of the month from September to May. Meetings begin at 7:30 p.m.and are held at the Hugh John Fleming Forestry Centre, 1350 Regent St. For further information, please contact Ron Smith, 12 Chateau Dr., McLeod Hill, NB, E3A 5X2 or call (506) 453-1792, or e-mail: rugbyron@nb.sympatico.ca

FUNDY STAMP COLLECTOR'S CLUB

Chapter 26892 meets 1st Thursday of every month (except July and August) at 7 p.m. at Atlantic Baptist University, 333 Gorge Rd., Moncton, NB.

GREATER VICTORIA PHILATELIC SOCIETY

Chapter 32 meets on the 3rd Friday of each month at 7:30 p.m at the Windsor Park Pavilion in Oak Bay. Circuit books, auction and special programs prevail. Membership $8 per year. Visitors welcome. Information: Don Dundee, 928 Claremont Ave., Victoria, BC, V8Y 1K3, (604) 658-8458.

HAMILTON STAMP CLUB

Chapter 51 meets at 6 p.m. on 2nd, 4th and 5th Mondays, September to June except holidays, and 2nd Monday of July, at Bishop Ryan Secondary School, Quigley Road and Albright Street, in east-end Hamilton, ON. Visitors and juniors welcome. Information: Clare Maitland (Secretary), Box 60510, 673 Upper James St., Hamilton, ON, L9C 7N7; e-mail: stamps@hwcn.org; or visit their website at: www.hwcn.org/-ip029

KAWARTHA PHILATELIC SOCIETY

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

KELOWNA & DISTRICT STAMP CLUB

Chapter 90 meets monthly, 2nd Wednesday, September to June at 7 p.m., Dr. Knox Middle School Cafeteria, 1555 Burtch Ave. Visitors welcome. Information: Box 1185, Kelowna, BC, V1Y 7P8.

KENT COUNTY STAMP CLUB (CHATHAM, ON)

Chapter 7 meets 4th Wednesday of each month (except July, August and December) in the library of John McGregor Secondary School, 300 Cecile, at 7:30 p.m. Visitors are always welcome. Information from Secretary: Mr. Allan Burk, 43 Sudbury Dr., Chatham, ON N7L 2K1.

KINGSTON STAMP CLUB

Chapter 49 meets 2nd Monday, September-May and 4th Monday, September-November and January-April, at 7 p.m., Regional Correctional Staff College, 443 Union St. W,. Kingston, (NE of intersection with Sir John A. Macdonald Blvd.). Free parking, wheelchair accessible, visitors always welcome. Information: Past 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 Albert McCormick Arena, Parkside Dr., Waterloo. Visitors welcome. Information: Betty J. Martin, P.O. Box 43007, Eastwood Square Post Office, Kitchener, ON, N2H 6S9, (519) 578-7782.

LAKEHEAD STAMP CLUB

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

LAKESHORE STAMP CLUB - CLUB PHILATÉLIQUE DE LAKESHORE

Chapter 84 meets at Dorval Strathmore United Church, 310 Brookhaven Avenue, Dorval, QC, on the 2nd and 4th Thursdays, September to June at 7 p.m. Visitors and new members are welcome. Information: Oleg Podymow, President, P.O. Box 1, Pointe Claire/Dorval, PQ, H9R 4N5.

Le chapitre 84 de la SRPC, se réunit tous les jeudi de début septembre à fin juin, à 19h00. Les réunions ont lieu au Dorval Strathmore United Church, 310 avenue Brookhaven, Dorval, QC. Les visiteurs et les nouveaux membres sont toujours les bienvenus. Information: Oleg Podymow, Président, P.O. Box 1, Pointe Claire/Dorval, QC H9R 4N5.

LETHBRIDGE PHILATELIC SOCIETY

Chapter 57 meets on the 2nd Thursday of the month at 7 p.m. except June, July and August when there are no meetings. Meetings are at the Canadian Western Natural Gas Co. building at 410 Stafford Dr. N., Lethbridge, AB, T1H 2A9.

MEDICINE HAT COIN AND STAMP CLUB

Chapter 146 meets 2nd and 4th Tuesdays of each month at 7:30 p.m. in the Dot Wilkinson Room (SW door) of Westminster United Church - 101 6th Street SE. Correspondence: P.O. Box 1163 Medicine Hat, AB, T1A 7H3.

MIDDLESEX STAMP CLUB

Chapter 204 meets every other Friday at 7 p.m. from September to May (except December) in St. Martin's Church basement, 46 Cathcart St., London. Visitors welcome. For more information call Doug Creighton, (519) 471-2978.

MILTON STAMP CLUB

Chapter 180 meets last Monday of each month (except December), from 7 p.m. at Hugh Foster Hall (next to Town Hall) in Milton, ON. Silent auction every meeting. For information: Milton Stamp Club, 425 Valleyview Cres., Milton, ON, L9T 3K9; Phone (905) 878-1533 or (905) 878-9076, or e-mail: alman@globalserve.net

MUSKOKA STAMP CLUB

Meets the 1st and 3rd Wednesdays of each month (except July, August and December which are monthly), 7:30 p.m. at Bracebridge United Church, 46 Dominion Street N., Bracebridge, ON. Varied programs, presentations, sales, circuit books, etc. For information, please contact the president: Tom Anderson, 7 Sadler Drive, Bracebridge, ON, P1L 1K4. Tel.: (705) 645-3330.

NORTH BAY & DISTRICT STAMP CLUB

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

NORTH SHORE STAMP CLUB

Chapter 198 meets on alternate Tuesdays, September through June, at North Vancouver City Library, 121 West 14th Street, North Vancouver, BC. Visitors are always welcome. For the current meeting schedule and information, call Erna Krische at 985-2810.

NORTH TORONTO STAMP CLUB

Meetings 1st and 3rd Thursdays of each month (except July and August), 7:30 p.m. in the Edwards Garden, Civic Garden Centre, 777 Lawrence Ave. E. (at Leslie Street), Don Mills, ON. Sales circuit, auctions, speakers. Visitors always welcome. Information: Ben Marier, (416) 492-9311.

NORTH YORK PHILATELIC SOCIETY

Chapter 21 meets 1st and 3rd Wednesdays of each month (except July and August when meetings are held on only the 3rd Wednesday) at 6:30 p.m. in the lounge of Centennial Arena, north side of Finch Ave. W., west of Bathurst. Sales circuit, auctions, speakers, lectures. Visitors welcome. Information: John Moffatt, Box 62, Willowdale, ON, M2N 5S7. Tel (905) 889-8720.

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 are always 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 7 p.m. 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 p.m., September through May, at the Hintonburg Community Centre, 1064 Wellington St., Ottawa, ON. Visitors are always welcome. Information: Pres. Mitch Gosselin, (819) 682-6277; P.O. Box 65085, Merivale Postal Outlet, Nepean, ON, K2G 5Y3.

OWEN SOUND STAMP CLUB

Chapter 191 meets the 3rd Wednesday of every month, 7 p.m. at St. George's Anglican Church, 149 4th Avenue East, Owen Sound, ON. Activities include trading, auctions, circuit books. Visitors always welcome. For information contact Robert J. Ford, 721 8th Ave. East, Owen Sound, ON, N4K 3A4.

OXFORD PHILATELIC SOCIETY

Chapter 65 meets 1st and 3rd Thursdays, September to May, at Knights of Columbus Hall, behind St. Rita's Catholic Church (Dundas St. E.) Woodstock, ON. Trading and junior program at 7 p.m., regular meeting at 7:30 p.m. 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 p.m. at the United Church Hall, 696 Main St., Penticton, BC. A short business meeting is followed by circuit books every month. Visitors always welcome. Information: K. Giessen, 217 Redwing Pl., Penticton, BC, V2A 8K6. Tel.: (250) 493-0188.

PERTH STAMP CLUB

Meets 2nd and 4th Wednesdays of each month from September to June, 7:30 p.m. in McMartin House, Gore Street. Visitors welcome. For information, contact Gus Quattrocchi (A.J.), 69 Harvey Street, Perth, ON, K7H 1X1.

R.A. STAMP CLUB - OTTAWA

Chapter 41 meets every Monday (except June, July and August) at 7:30 p.m. 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 p.m. 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 the 4th Wednesday of each month (except July and August), 7 p.m. at the Saint John High School, Canterbury Street, Saint John, NB. Visitors and new members welcome. Information: Saint John Stamp Club, c/o James Young, 16 Mountain Rd., Saint John, NB, E2J 2W8.

ST. CATHARINES STAMP CLUB

Meetings are 1st and 3rd Tuesdays of each month (except for July and August) at the Holy Cross Secondary, St. Catharines, ON. Information: Mrs. Sinclair, 25 Permilla St., St. Catharines, ON, L2S 2E9.

ST. JOHN'S PHILATELIC SOCIETY

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

SASKATOON STAMP CLUB

Chapter 80 meets 2nd and 4th Mondays, September through May, 7 to 9 p.m. at the Saskatoon Field House, 2020 College Drive, Saskatoon, SK. Visitors always welcome. Information from the secretary: Doug Smith, (306) 249-3092; e-mail: ae245@sfn.saskatoon.sk.ca

SIDNEY STAMP CLUB (SIDNEY, BC)

The Sidney Stamp Club meets the 2nd Saturday of each month, except July and August, at the Sidney Regional Library, in the Nell Horth Room, at 2 p.m. Sales circuit, presentations, and auctions every meeting. Visitors welcome. Information: (250) 479-6513.

LA SOCIÉTÉ PHILATÉLIQUE DE QUÉBEC

La S.P.Q. tient ses réunions régulières les premiers et troisièmes mercredis du mois au sous-sol de l'église St-Rodrigue, 4760 1ère avenue, porte no 10, Charlesbourg. Les réunions ont lieu de 19h à 22h. Pour information, écrire à: S.P.Q., C.P. 2023, Québec, PQ, G1K 7M9

STRATFORD STAMP CLUB

Chapter 92 meets on the 4th Thursday from September to June (except December when it meets on the 3rd Thursday), 7 p.m. at the Kiwanis Community Centre, Lakeside Drive, Stratford. Juniors meet at 7 p.m., with regular meetings at 8 p.m. Visitors are always welcome. Information from P.O. Box 21031, Stratford, ON, N5A 7V4.

SUDBURY STAMP CLUB

Chapter 85 meets 2nd Tuesday of each month, September to June, in Library at St. Raphael School, 109 Dublin Street, Sudbury, at 7:30 p.m. Meetings include slide shows, presentations, and an auction. New members are welcome. Information: David Squarzolo, Box 2211, Stn. A, Sudbury, ON, P3A 4S1; (705) 566-0378.

TORONTO HARMONIE STAMP CLUB

Chapter 94 meets the 1st Monday of the months January - May and September - November at 1460 Bayview Ave., Toronto in the meeting room of the apartment building at 7:30 pm. New members always welcome. For further information call J.G. Doehler at (416) 438-4862.

TRURO PHILATELIC SOCIETY

The Truro, Nova Scotia Philatelic Society meets the 2nd Monday of each month (except July and August) at Success Business College, 100 Victoria St. at 7:30 p.m. All are welcome to attend.

UNION PHILATÉLIQUE DE MONTREAL

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

VANCOUVER ISLAND PHILATELIC SOCIETY

Chapter 52, meets monthly at 7:30 p.m,. the fourth Thursday at St. Aidan's Church Hall, 3707 St. Aidan's St., Victoria, BC. Contact R. Clarke, Secretary, Vancouver Island Philatelic Society, P.O. Box 6537, Postal Station 'C', Victoria, BC V8P 5M4. Visitors always welcome.

WEST TORONTO STAMP CLUB

Chapter 14 meets 2nd, 3rd and 4th Tuesdays (except July and August), 7:30 p.m. at Fairfield Seniors' Centre, 80 Lothian Ave., Etobicoke, (Bloor/Islington area). Auctions, dealers, speakers, study group, annual exhibition. Visitors always welcome. Correspondence: 331 Rathburn Rd., Etobicoke, ON, M9B 2L9. Tel.: Contact Frank Alusio, (416) 621-8232.

WINNIPEG PHILATELIC SOCIETY

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

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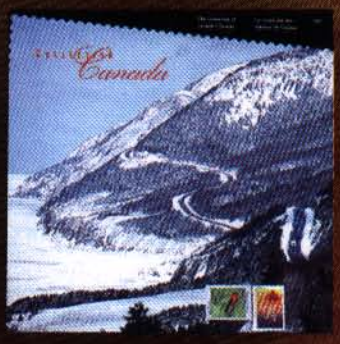


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