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The CANADIAN PHILATELIST
Le PHILATÉLISTE CANADIEN

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Journal of THE ROYAL PHILATELIC SOCIETY OF CANADA
Revue de LA SOCIÉTÉ ROYALE DE PHILATÉLIE DU CANADA

Empress of Ireland 1914–2014





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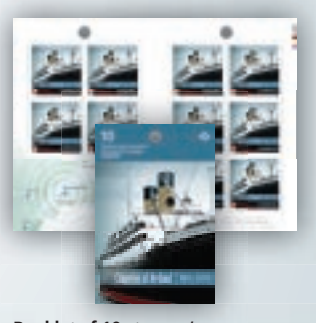
Plus d'un million de Canadiennes et Canadiens sont des descendants d'immigrants que le RMS *Empress of Ireland* a amenés à bon port jusqu'à nos côtes. Par ces timbres et articles de collection, nous honorons la mémoire des personnes décédées ou celle des vies transformées à jamais, à la suite du naufrage de l'*Empress* survenu dans le fleuve Saint-Laurent le 29 mai 1914.



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The Jack Wallace Collection



1871 Cover from Williams Creek to Canada - B.C. 25 cent colonial postage to Olympia, US 10 cent paid postage from Olympia to Ontario, Canada.



1869 Williams Creek to England, via New Westminster with single 50 cent, perf 12½.



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Joignez-vous à...

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

The Royal Philatelic Society of Canada (RPSC) is the successor to the national society founded in 1887. Membership in the Society is open to anyone interested in stamps. Whether you are a beginner or an advanced collector, The RPSC offers a number of services that will be of interest to you. Here are just a few:

THE CANADIAN PHILATELIST **-** The international award winning bi-monthly magazine of The RPSC, it provides stamp collectors information and news – for members and from the members. Each year, the author of the best article published in *The Canadian Philatelist* receives the Geldert medal.

PERSONAL COLLECTION INSURANCE - Group insurance is available for members to obtain coverage for their personal collections. Chapters can arrange third party liability coverage to protect the club and its events. Both policies have substantially lower premiums than non-members would pay for similar packages. Details are available on both types of insurance, upon request, from the National Office.

SALES CIRCUIT - The Sales Circuit is a useful method of disposing of surplus material and acquiring other material for your collection. Details on request.

ANNUAL MEETING - An annual convention held in a different locale each year provides an ideal opportunity to meet friends, exchange ideas, and get advice on your collection or exhibition at which exhibitors can qualify for international shows. You will also get a chance to visit a dealer bourse and attend interesting and informative seminars.

CHAPTERS - The RPSC has a network of local clubs across Canada. Chapter meeting details are published in The Canadian Philatelist. A great way to network with other collectors in your area.

RPSC WEBSITE - The Society has a Web site www.rpsc.org where members can find out about the latest developments, coming events and link up to many other stamp collecting sites. As a member, your e-mail and Website address can be added.

OTHER SOCIETIES - As the national society for stamp collectors, The RPSC works in partnership with many other societies and associations, such as the Canadian Stamp Dealers Association and Canada Post Corporation.

CANADA POST CORPORATION - The Society maintains a Canada Post Liaison Officer to represent the Society, its members and chapters. Members may raise issues of mutual interest with Canada Post Corporation through the National Office.

- **ADVICE ON DISPOSAL OF COLLECTIONS**
- **THEFT PROTECTION NETWORK**
- **LIVE TELEPHONE CONTACT WITH NATIONAL OFFICE**
- **OPPORTUNITIES TO EXHIBIT AT OUR ANNUAL CONVENTION AND INTERNATIONALLY**
- **ACCESS TO THE V. G. GREENE PHILATELIC RESEARCH FOUNDATION LIBRARY IN TORONTO**
- **THE RIGHT TO PARTICIPATE AND VOTE AT OUR AGM, AND TO HOLD ELECTED OFFICE**

Join The RPSC!

La Société royale de philatélie du Canada (SRPC) est le digne successeur de l'organization fondée en 1887. Tout individu intéressé par la collection de timbres-poste peut en devenir membre. Que vous soyez un collectionneur débutant ou chevronné, la SRPC vous offre une gamme de services qui sauront vous intéresser. En voici quelques-uns:

LE PHILATÉLISTE CANADIEN - Cette publication bimestrielle, primée au niveau international, offre aux membres des informations et des nouvelles sur le monde philatélique rédigées par ses membres. Chaque année, la médaille Geldert est décernée à l'auteur du meilleur article publié dans Le philatéliste canadien.

CARNETS DE TIMBRES EN APPROBATION - Ils sont disponibles sur demande. C'est une façon facile de disposer de matériel en surplus ou d'acquérir des nouvelles pièces pour sa collection.

RÉUNION ANNUELLE - Un congrès annuel se tient dans différentes parties du pays. Une exposition de niveau national fait partie intégrante du congrès et permet à l'exposant de se qualifier pour les expositions internationales. De plus vous pouvez y visiter les tables de négociants et assister à des conférences.

ASSURANCE COLLECTION PERSONNELLE - les membres peuvent obtenir une assurance-groupe afin de protéger leurs collections personnelles. Les chapitres peuvent souscrire une assurance responsabilité vis-à-vis des tiers pour protéger le club et les évènements qu'il organise. Les primes pour les deux polices sont de beaucoup inférieures à ce qu'un non-membre paierait pour un contrat similaire. Vous pouvez obtenir des renseignements sur ces deux types de police en vous adressant au Bureau national.

CHAPITRES - Des clubs locaux au Canada constituent un réseau où les membres de La SRPC reçoivent un accueil chaleureux. Les renseignements sont publiés dans Le philatéliste canadien.

SITE WEB DE LA SRPC - La SRPC a un site Internet www.rpsc.org où les membres obtiennent les informations à date, les événements philatéliques à venir et peuvent accéder à plusiers autres sites philatéliques. Vous pouvez, en tant que membre, y ajouter vos adresses courriel et site web.

PARTENARIAT - La Société a des ententes avec plusieurs autres sociétés et associations philatéliques, notamment l'Association canadienne des négociants en timbres-poste et la Société canadienne des postes (SCP).

SOCIÉTÉ CANADIENNE DES POSTES - La SRPC a un agent de liaison pour représenter La Société, ses Chapitres et ses members. Les members peuvent soumettre des questions d'intérêt commun aux deux Sociétés. Vous pouvez également obtenir des renseignements auprès du Bureau national.

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Devenez membre La SRPC

ROYAL PHILATELIC SOCIETY OF CANADA
SOCIÉTÉ ROYALE DE PHILATÉLIE DU CANADA

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Please check one: ❑ Individual ❑ Family ❑ Youth ❑ Chapter ❑ Affiliate ❑ TCP subscription

Veuillez cocher une case ❑ Individuelle ❑ Familiale ❑ Jeunesse ❑ Section de clubs ❑ Club affilié ❑ Abonnement LPC

For information on a Life Membership, please contact the National Office.
Pour obtenir des renseignements sur l'adhésion à vie, veuillez prendre contact avec le Bureau national

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The information on this form will only be used for communication purposes from The RPSC National Office and the executive and its officers. The Society publishes the name of each applicant in *The Canadian Philatelist*, to seek any objections from the membership. Your membership information will never be sold or traded to advertisers. If you have any questions, please contact the National Office at 1-888-285-4143.

Les renseignements contenus dans le présent formulaire seront utilisés à seule fin de communication par le Bureau national de la SRPC, les directeurs de la Société et ses représentants. La Société publie le nom de chaque personne qui fait une demande d'adhésion dans *Le Philatéliste canadien* afin que les membres puissent exprimer leur objection, le cas échéant. Ces renseignements ne seront jamais vendus ou transmis à des publicitaires. Si vous avez des questions, veuillez vous adresser au Bureau national au 1-888-285-4143

I will act in accordance with The RPSC Code of Ethics (The Code of Ethics can be found on the website: www.rpsc.org)

Je m'engage à adhérer au Code d'éthique de la SRPC (publié dans le site Web de La SRPC : www.rpsc.org)

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Toutes les cotisations couvrent une période de 12 mois à partir de la date de publication initiale et donnent droit à 6 numéros *du Philatéliste canadien*. La SRPC se réserve le droit de modifier les conditions d'adhésion. Les résidents du Canada doivent effectuer leur paiement en devises canadiennes et les non résidents, en devises américaines ou l'équivalent en devises canadiennes. Diverses modalités de paiement sont offertes pour les adhésions à vie. Veuillez vous adresser au Bureau national.

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Journal of The
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Revue de La
SOCIÉTÉ ROYALE DE PHILATÉLIE DU CANADA

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THE COVER / PAGE COUVERTURE:

Although Large Queens on cover are prized by collectors for their scarcity, it is the Small Queen stamps that provided yeoman's service prepaying postage for more than a quarter century from 1870 to the late-1890s. Domestic rate covers are plentiful and some can be had for a few dollars or less, but covers to foreign destinations command a respectable price.

Illustrated on the magazine's cover are early Canadian covers carried across the Atlantic by the Cunard Line. See George Arfken's article beginning on page 216 for the full story.

Bien que les Grandes Reines sur pli soient prisées des collectionneurs pour leur rareté, ce sont les timbres Petites Reines qui ont fait office de poste prépayée pendant plus d'un quart de siècle, de 1870 à la fin des années 1890. Les plis au tarif du régime intérieur sont abondants et il est possible de se procurer certains d'entre eux pour quelques dollars ou moins, mais les plis à destination de l'étranger imposent une compensation respectable.

La page couverture présente des illustrations des premiers plis canadiens qui faisaient la traversée de l'Atlantique à bord des navires de la compagnie Cunard. Voyez l'article de George Arfken qui commence à la page 216 pour lire le récit au complet.

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EDITOR'S notes



notes du RÉDACTEUR

RPSC news *by / par Tony Shaman, FRPSC* **nouvelles SRPC**

The cupboard is bare.

Readers will be sorry to learn that longtime contributor George B. Arfken, FRPSC, has decided to hang up his pen and quill and retire his regular column in *The Canadian Philatelist*. George resumed submitting articles on a regular basis beginning with his submission in the January/February 2002 issue, after having been an earlier, sporadic contributor for some years.

During the past dozen-plus years, we have published one of George's articles in practically every edition of the magazine. On the very rare occasion where we missed an issue, it was not his doing. That is what I call dedication.

George, you have been a great contributor with meticulously researched postal history monographs and we want to express our heartfelt thanks to you for your latest stint of 14-plus years of commitment to *The Canadian Philatelist*. We are sorry to see you go, but we fully appreciate that you have earned every right to retire from the grind of churning out a column for every issue of the journal. We hope that you will enjoy the many other facets of our great hobby for many years to come.

The Trans-Siberian Railway (TSR), opened for commerce in 1902, played an important role in mail delivery. It shortened the time for mail to reach its diverse destinations. For example, mail from China to Great Britain took less than a month by way of the TSR, whereas sending it via Vancouver required up to 40 days. Brian Plain looks at the intricate network of rail connections to the TSR line and its key role in moving mail from points across vast stretches of Asia to Europe and North America.

Seldom, if ever, do we receive two submissions at the same time dealing with the same topic. Because Airgraphs is a topic that we have not covered before, although we have published the American version of Airgraphs, known as V-Mail, in the January-February 2014 issue, pp. 29-31, we will publish two articles in this issue covering two different views, or two perspectives, of this collecting specialty.

How does Canada Post deal with floods that incapacitate its infrastructure? The devastating

La réserve est dégarnie.

Les lecteurs apprendront avec tristesse qu'un collaborateur de longue date, George B. Arfken, FSRPC, a décidé de ranger sa plume et d'abandonner la chronique qu'il signait dans Le Philatéliste canadien. George a en fait commencé à soumettre des articles de façon régulière avec le numéro de janvier-février 2002; auparavant il avait collaboré de manière intermittente pendant quelques années.

Au cours des douze dernières années nous avons publié un article de George dans pratiquement chaque numéro de notre revue. Si, en de rares occasions, nous avons manqué un numéro, George n'y était pour rien. Voilà ce que j'appelle du dévouement.

George, les monographies que tu as rédigées sur l'histoire postale, fondées sur une recherche méticuleuse, ont fait de toi un collaborateur formidable et nous te remercions du fond du cœur d'avoir coopéré pendant plus de quatorze ans au Philatéliste canadien. Nous sommes attristés de te voir partir, mais nous sommes tout à fait conscients que tu as amplement mérité le droit de te libérer de la pression consistant à accoucher d'une chronique pour chaque numéro de notre revue. Nous espérons que tu profiteras des nombreuses autres facettes de notre magnifique passe-temps pendant de nombreuses années.

Dans un autre ordre d'idée, le chemin de fer transsibérien (CFT), qui a été ouvert à des fins commerciales en 1902, a joué un rôle important à l'égard de la livraison du courrier. Il a réduit le temps qu'il fallait au courrier pour atteindre diverses destinations. Par exemple, il fallait moins d'un mois au courrier en provenance de Chine pour se rendre en Grande-Bretagne avec le CFT, alors que l'expédier via Vancouver prenait quarante jours. Brian Plain se penche sur le réseau complexe de connexions ferroviaires reliées à celui du CFT et au rôle essentiel que ce dernier a joué dans le transport du courrier d'un point à un autre en traversant les vastes étendues de l'Asie, de l'Europe et de l'Amérique.

Il est rare, si tant est que cela se produise, que nous recevions en même temps deux propositions d'article sur le même sujet. Comme l'Airgraph est un sujet que nous n'avons jamais traité, bien que nous ayons déjà parlé de sa version américaine connue sous le nom de V-Mail dans le numéro de janvier-février 2014, aux pages 29-31, nous publions dans le présent numéro deux articles qui montrent deux points de vue différents ou deux perspectives de cette spécialité philatélique.

Que fait Poste Canada lorsqu'une inondation rend ses infrastructures inutilisables? L'inondation dévastatrice

flood that made much of High River, AB, uninhabitable a year ago also shut down the local post office. Author Dale Speirs looks at the steps taken by Canada Post to get the mail to the town's inhabitants while its local post office was shut down and many of High River's residents were housed in trailers on higher ground outside of town.

Joseph Monteiro follows up his article on South Pacific Island stamps, which appeared in the January-February 2014 issue, with the stamps of three more South Pacific area countries: Nauru, Niue and Norfolk. All are eminently collectible.

Engraved stamps are highly prized by collectors as miniature works of art. Richard Logan writes about the All Seasons Playground Series stamps of 1957 engraved by two of Canada's master engravers, Silas Robert Allen and Yves Baril. We learn from the author that engraving is, sadly, a dying craft.

We hope that you enjoy reading these and the other articles appearing in this issue. And, as always, we invite you, our readers, to let us know what philatelic topics you like reading about. Better yet, send us an article, long or short, about your favourite stamp, stamp story, or stamp collection. ✉

qui rendu presque toute l'agglomération de High River en Alberta inhabitable, il y a un an, a aussi causé la fermeture du bureau de poste local. L'auteur de l'article sur le sujet, Dale Speirs, décrit les mesures prises par Postes Canada pour livrer le courrier aux habitants pendant que le bureau de poste local était fermé et que de nombreux résidents de High River étaient logés dans des roulottes installées sur un terrain élevé à l'extérieur de l'agglomération.

Joseph Monteiro, quant à lui, poursuit son article sur les timbres des îles du Pacifique Sud, amorcé dans le numéro de janvier-février 2014, en nous parlant des timbres de trois autres pays de cette région : Nauru, Niue et Norfolk. Ils sont tous éminemment dignes d'être collectionnés.

Les timbres gravés sont très prisés des collectionneurs en tant qu'œuvres d'art miniatures. Richard Logan traite donc de la série de timbres « Canada – du sport en plein air toute l'année » de 1957, gravée par deux maîtres graveurs canadiens, Silas Robert Allen et Yves Baril. L'auteur remarque que, malheureusement, la gravure est un art en voie de disparition.

Nous espérons que la lecture de ces articles et des autres qui figurent dans le présent numéro saura vous plaire. Et, comme toujours, nous vous invitons, vous nos lecteurs, à nous faire part des sujets philatéliques qui vous intéressent. Mieux encore, envoyez-nous un article, long ou court, sur votre timbre ou votre récit favori sur un timbre ou parlez-nous de votre collection préférée. ✉

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IN THE **MAILBOX**
DANS LA BOÎTE AUX **LETTRES**

DEAR EDITOR,

Some readers will recall S.I.P., Stakeholders in Philately, which was a group of dedicated representatives of Canadian stamp collecting organizations, conceived in Hanover at Royale 2003 and formally constituted at London's 2005 Royale. S.I.P. was planned to build participation in our hobby with new materials and programs that would appeal to both new young collectors, and older newcomers and returnees.

A number of these groups generously contributed money toward the cause. Because of other initiatives undertaken by the CSDA and The RPSC Foundation, S.I.P. became dormant and has now been dissolved. Some funds were returned to donors at their request, while the remaining money has been transferred to The RPSC Foundation, whose primary mandate is to serve youth philately. These remaining funds were the contributions of BNAPS and Canadian Stamp News. I sit on the Foundation board of Directors, and will ensure that these funds are used for the purposes they were originally intended through S.I.P.

Yours in Philately,

GEORGE PEPALL, FRPSC
TREASURER OF S.I.P.
PRESIDENT, RPSC

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Do you have stamp-collecting friends who are not members of The Royal Philatelic Society of Canada? Provide their name and address or pass along this copy of The Canadian Philatelist to them. Have them complete and return the information below. Place your name and RPSC member number (found above your name on the address label of this magazine) in the "referred by" area. For every new member you recruit we'll credit your next year's membership with $5.

Avez-vous des amis philatélistes qui ne sont pas membres de La Société royale de philatélie du Canada? Donnez-nous leur nom ou remettez-leur cet exemplaire du Philatéliste canadien. Demandez-leur de remplir et de retourner le formulaire de renseignements qui suit. Inscrivez votre nom et votre numéro de membre de La SRPC (que vous trouverez au-dessus de votre nom sur l'étiquette d'adresse apposée à la revue) dans la case « Recommandé par ». Pour chaque nouveau membre que vous recruterez, nous vous accorderons un rabais de 5,00 $ sur votre prochaine cotisation.

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FAKES & FORGERIES WEBSITE

By Richard Gratton, FRPSC, AIEP

The website of the Fight Against Fakes and Forgeries Commission of the Fédération Internationale de Philatélie (FIP) has been operational since March 1st 2014.

The site's main goal is to update the Commission's various activities (Activity and Meeting Reports as well as Expert Group Reports). We will also try to obtain as many available old reports as possible. And we will publish articles about the Commission's activities held during exhibitions sponsored by FIP.

A section of the Commission's site is reserved for presentations (PowerPoint) made by Commission members during philatelic exhibitions. The first presentation is already available on the website. It is on the falsifications of covers from Brazil and Canada. A second presentation will be on-line in June dealing with illegal stamps and abusive issues.

Furthermore, we wish to share all the existing knowledge on fakes and forgeries from all countries. One section is about the stamps produced by the Spiro Brothers from Hamburg, Germany (Bryan Dunne collection) and another on Great Forgers. One last section is entitled 'The fake/forgery of the Week'.

In coming months, we will develop a section on the history of the Commission and add other links on fakes and forgeries that could be of interest to philatelists around the world.

The website was made possible thanks to the generous contribution of the Vincent Graves Greene Philatelic Research Foundation, the Association Internationale des Experts en Philatélie (AIEP) and the Royal Philatelic Society of London (RPSL).

We invite philatelists who wish to contribute to the Commission's site to send us information at the following address: HYPERLINK "mailto:info@fipfakesforgeries.org" info@fipfakesforgeries.org

The website of the Fight against Fakes and Forgeries Commission is available at the following address: http://www.fipfakesforgeries.org/fip/

FAUX ET LES FALSIFIÉS SITE WEB

par Richard Gratton, FRPSC, AIEP

Le site internet de la Commission pour la lutte contre les faux et les falsifiés de la Fédération Internationale de Philatélie (FIP) est en fonction depuis le 1er mars 2014.

Le site a comme principal but de mettre à jour les activités de la Commission (rapports d'activités et de réunions et rapports des Groupes d'Experts). Nous tenterons aussi de mettre en archives le maximum d'anciens rapports disponibles. Nous publierons aussi les articles concernant les activités de la Commission lors d'expositions parrainées par la FIP.

Une section du site est réservée aux présentations par PowerPoint faites par les membres de la Commission lors d'expositions philatéliques. Une première présentation est déjà disponible et porte sur les falsifications des plis du Brésil et du Canada. Une deuxième présentation sera mise en ligne en juin. Elle traitera des timbres illégaux et des émissions abusives.

D'autre part, nous voulons partager les connaissances sur les faux et les falsifiés de tous les pays. Une section est ainsi consacrée aux timbres produits par les frères Spiro d'Hambourg (collection Bryan Dunne) et une autre aux grands faussaires. Une dernière section s'intitule 'Le faux/falsifié de la semaine'.

Au cours des prochains mois, nous développerons une section sur l'historique de la Commission et ajouterons d'autres liens sur les faux et les falsifiés qui pourraient intéresser les philatélistes du monde entier.

Le site a vu le jour grâce à la généreuse contribution de la Vincent Graves Greene Philatelic Research Foundation, de l'Association Internationale des Experts en Philatélie (AIEP) et de la Société Royale de Philatélie de Londres (RPSL).

Nous invitons les philatélistes qui veulent apporter leur contribution à nous faire parvenir de l'information à l'adresse suivante : HYPERLINK "mailto:info@fipfakesforgeries.org" info@fipfakesforgeries.org

Le site de la Commission pour la lutte contre les faux et les falsifiés est disponible à l'adresse suivante : http://www.fipfakesforgeries.org/fip/



ANOTHER BEAVER STAMP

After Lane Robson's article, beginning on page 208 on the North American Beaver had been laid out in the magazine, he sent an e-mail update advising that Canada Post had released another beaver stamp in March 2014 as part of the baby wildlife series.

Thank you, Lane, for bringing readers up to date on this latest Beaver emission.



A gift award to Philakorea 2014 in August, on behalf of The RPSC. George Constantourakis of Montreal will be taking it to the event as Canadian commissioner.'



SMALLEST POST OFFICE IN THE U.S. OCHOPEE, FLORIDA

By Ernie Wlock

This 7 X 8-foot building, which once housed irrigation pipes for a tomato farm, was put into use as a post office when the area general store was destroyed by fire in 1953.

The tiny post office has a computer, 'phone, air conditioner, fluorescent tube for light and a sliding screen door to keep out the horseflies.

It is a quiet place until a tour bus pulls up and the tourists disembark to obtain an Ochopee postmark. The postmaster sells thousands of postcards each year.



let's talk EXHIBITING



David Piercey, FRPSC

THE IMPORTANCE OF STORY

A critical component of any exhibit is the treatment and development you give to your material. Often simply called "story", it is an area that judges are expected to consider in evaluating the effectiveness of an exhibit. In fact, how treatment and development is addressed in the various components of a competitive exhibit accounts for a full 30 per cent of its weighting on the Exhibit Feedback Form, so story line is an area that behooves careful consideration by the exhibitor.

As exhibitors, when we ask judges how we can best improve our exhibits, we are often advised to strengthen our story lines. This is polite feedback, shorthand for probably something in our exhibits that still merits improvement and that has led to a feeling among the judges that "had we only" developed our story better we would have received a higher award. (A good judge will then give us more specific and personalized advice on how then to do this.)


2. THE EARLY FISHERIES

2.4 EUROPEAN FISHERMEN IN NORTH AMERICA

2.4.3 THE FRENCH

Jacques Cartier was born in St. Malo, the major French fishing port, and may have been a Breton fisherman. Many historians believe he made voyages to North America before 1534, perhaps as a fisherman, as his 1534 voyage was charted to arrive at the Straits of Belle Isle, the most common fishing destination. Upon his arrival in North America, he reported Basque or other European fishermen in many of the areas he visited.

trial color — plate proof — 1858 perf. 12 — two values 1934

Cartier's vessels were probably manned by Breton fishermen, as they were already familiar with the sea route to North America and major landfalls in the new land.

Wide gutter variety, resulting from perforation along interpanneau gutter. Most sheets were instead guillotined into panes.

French claims to fishing rights in North America date from Cartier's voyages. For over 450 years now the French have fished the continental shelf off North America and processed their fish ashore on lands lost and won in various wars with England.

five overprinted values — joint issue with Canada - common design

Gone are the days when an exhibit was evaluated solely on the strength or value of its material, as nowadays good material does not necessarily lead automatically to higher awards. Instead, exhibitors are expected to "tell a story" in order to lead the interested viewer through the philatelic material shown. There is now an expectation that a good exhibit will blend the text and the material together into a whole, into a more seamless package that will lead the viewer to more fully appreciate and understand what the exhibitor is showing.

The story line of your exhibit is most easily noticed in the textual information you include on your pages. It is a good practice to try and begin each page with a few (and only a few) lines of text, setting the scene for what the viewer is looking at, and logically following from other text on preceding pages. (Hint: if you want to see how understandable the story line of your exhibit is, read only the introductory text on each page, reading each page thus in succession, and decide whether this text in and of itself carries your intended story line through the entirety of your exhibit. If you find that instead this text takes too many detours, separate paths, or leads

to unanswered questions you may need to consider some reorganization or rewriting to enhance your intentions and the choice of your philatelic material.)

There is an art to all this, as writing for a philatelic exhibit is a skill that demands conciseness, brevity, and relevancy in the choice of words and in the information you want to convey. At the extremes, an overwritten exhibit tends to make the viewer read less, whereas an underwritten exhibit tends to leave the viewer anxious for more information. Both of these reactions need to be avoided, particularly when it may confuse or frustrate the reader (and the judges) and lessen the appreciation for what you are showing.

Thematic exhibitors understand this very well, as their thematic text is crucial in the demonstration of not only their thematic knowledge but also in the development of their topic from chapter to chapter and from page to page. Traditional collectors, I believe, continue to struggle with this as often the material in such exhibits falls into organization in such a natural fashion (e.g., by denomination in a definitive series; or by chronology or printing in a long-standing issue; or by geographical area in a postal history exhibit; etc.) that the exhibitor may believe it should be so obvious to the viewer it need go unstated.

Yet traditional collectors who downplay their explicit story line can weaken the appreciation of their material and lessen the award the material could otherwise obtain. Often, it is not so much what you show but how you show it that will make a difference in terms of how the "treatment and development" in your exhibit is evaluated, and how your story is perceived.

However you decide to carry your story from page to page, it is also good practice to ensure that your story "looks different" than the philatelic textual information you otherwise place on your pages. Often, in addition to placing the story information and the philatelic information in different places on the pages, a change in font type or font size is all else that is needed.


FOREIGN MAILS

THE CROSS GULF ROUTES

THE REID CONTRACT: SS *BRUCE II*: WINTER MAIL 1912

The "new Bruce" arrived in St. John's on its maiden voyage from Scotland on *February 12, 1912*, and was quickly placed on the route to Sydney via Port aux Basques, to carry the mail destined for Canada and the United States during its winter service from St. John's.

HORWOOD LUMBE

St. Johns Newfou

Messrs. Scandinavian-American Trading
Produce Exchange,
New York.

For Mr. Hylin's Attention.

St. John's April 22, 1912 to New York. *Carried by SS Bruce II from St. John's to North Sydney, leaving Monday, April 22, 1:00 p.m., and making connections at North Sydney for the continental rail system to the U.S.* Postmarked SYDNEY & PT. AUX BASQUES T.P.O. NEW'D circular date stamp, April 22, 1912, no other postal markings. Four cents postage: Two cents letter rate to U.S. (1908-), **plus two cents late fee for posting at the docks after the closing of the mails** (and thus cancelling of the envelope with the T.P.O. postmark aboard the Bruce that morning).

Business mail from the Horwood Lumber Company of St. John's.

Late fee covers posted on coastal vessels are difficult to identify and can be mistaken for double weight covers instead. Consequently, only a very few have been reliably substantiated, and require research and verification through documented sailing dates.

The two exhibit pages illustrated with this article, one for a thematic exhibit, the other for a postal history exhibit, show one approach to the placement of story line text on a page. Note that in these examples the story text is in a larger font size than other text describing the stamps, postmarks, or covers and precedes the philatelic material used to illustrate the point.

There are both many ways to tell a story about what you are exhibiting and many ways to place story text in your exhibit and its pages. The interested reader may wish to visit http://www.aape.org/exhibits.asp on the American Association of Philatelic Exhibitors website to see other examples of how various exhibitors have developed their stories. ✉

Canada's National Symbol: THE BEAVER

By Lane Robson



Canada's First Stamp - 1851 3d Laid Paper (Scott # 1), with 7-ring cancel. Image courtesy of Taylor Stamps.

The beaver was the motif on the first stamp issued by Canada in 1851 and on four of the first 19 Canadian stamps. The choice of the beaver was a modest nationalist statement. After Great Britain released the Penny Black in 1840 adhesive stamps were adopted throughout the Empire, but the first stamp issued by many countries was a portrait of Queen Victoria.



The cachet celebrates the 100th Anniversary of the opening of Ross House, the first Post Office in Western Canada.

Although only officially made a National Symbol on March 24, 1975,[2] the roots of our national fascination with the beaver date to the arrival of Europeans in the 16th century. Fur hats were popular in Europe during the renaissance, and the European beaver had been trapped almost to extinction, so the discovery of the Canadian beaver was "fortuitous," for wealthy Europeans at least, but not for the species. Beavers were considered "brown gold" and the trappers referred to the pelts as "hairy banknotes."[3] A coin was struck specifically to represent the value of a single pelt. English and French fur traders were soon selling beaver pelts in Europe at 20 times their original purchase price in Canada![3]



3d issue of 1859 with #18 (Kingston) in a four-ring cancellation.

FIRST DAY CANCELLATION

The traditional geographic home of the beaver encompasses almost all of North America and extends modestly into Mexico. E. T. Seton, the wildlife author and artist, estimated that 60 to 400 million beavers resided in North America before the arrival of Europeans.[4] David Thompson, the great Canadian cartographer and explorer, wrote that the northern half of the continent was originally, "in the possession of two distinct races of Beings, Man and the Beaver.[3]

Trapping almost exterminated the species. In 1892, a published expert on the beaver, Horace T. Martin, a Canadian Fellow of the Zoological Society of London, noted, "As to the ultimate destruction of the beaver, no possible question can exist."[3]

During the winter of 1928 - 1929, a report from the Hudson's Bay Company post at Rupert House noted only four bea-



150th Anniversary of Canada's 1st Stamp Issue.

ver pelts from the 25,000 square kilometer catchment area.[3]

However, Canadian and American legislation in the early years of the 20th century ended unregulated trapping, and the beaver came back from the brink. An estimate in 1988 suggested a population of six to 12 million, or about 10% of the population in the 16th century.[4]

In some jurisdictions, the proliferation of our protected National Symbol has created problems. The average adult beaver cuts down about one metric tonne of wood a year, the equivalent of about 250 trees, for food and building material.[3] A beaver can bring down a 25 cm diameter poplar in only a few minutes.[4][5] The dams constructed by beavers have flooded highways, farm fields, and waterfront property.



FDC with booklet pane of the 1954 Wildlife Issue 5c Beaver (Scott # 336a).

However, the beaver is an integral part of the water ecosystem and has important positive effects on the watershed. Beaver dams create deeper water reservoirs that raise the water table and stabilize local water supplies. Areas with beaver dams have larger wetlands, which "can mitigate the effects of drought."[6] A dam in Wood Buffalo National Park, discovered by satellite imagery, is estimated to be 850 meters long. Imagine a beaver dam big enough to be visible from space![1][3]

Sir Sanford Fleming designed the first Canadian stamp. He was a strong and vocal proponent of adhesive stamps. In 1851, the Honorable James Morris was appointed Postmaster General. Courtesy of a common business associate, Fleming



Cover with Sir Sanford Fleming cachet for Canada 82, International Youth Philatelic Exhibition in Toronto.

was recommended as a potential designer for the first Canadian stamps. Fleming met Morris at a Toronto hotel. His design was promptly approved. James Ellis of Ellis and Company, Toronto, engraved the design. The printing contract was awarded to Rawdon, Wright, Hatch, and Edson of New York. The design is believed based on a 1780 woodcut print, "Beaver Hunting in Canada."[7]

By 1851 the beaver was already a well-established Canadian icon. In 1678, the Hudson's Bay Company, which was a major economic and political power in Canada, and which controlled the lucrative fur trade, incorporated four beavers in the coat of arms for the company. The scientific name for the beaver is Castor canadensis, which implies that in 1820, when the species name was conferred, that the beaver was an established and internationally recognized symbol of Canada. Fleming's choice of the beaver motif makes good sense, and this choice solidified the beaver as a symbol of Canada both domestically and abroad.

Fleming was born in Scotland and immigrated to Canada at 18 years of age. He was the founder of the Intercolonial Railway, which he mapped, and he was Chief Engineer of the Canadian Pacific Railway (CPR).[8][9] Fleming was an early proponent of international time and for his efforts to promote this concept he was knighted by Queen Victoria. He was a founding member of the Royal Society of Canada and a Director of the Hudson's Bay Company. He was Chancellor of Queen's University for 25 years until his death at the age of 88 in 1915.[8][9]

In the famous "Last Spike" photograph from 1885, Fleming, who surveyed the route, is the person in the top hat standing directly behind Donald Smith, who financed the construction and who, therefore, had the honour to drive in the first spike. Smith is posed with the hammer on top of a partially driven spike. This photo has always resonated with me. One of my summer jobs during my time at university was on a CPR rail gang. My job was to drive spikes into the creosote-soaked ties. There is a singular and special satisfaction about the ability to drive a spike home with one swing.

There are ten stamps issued by the Government of Canada that feature a beaver. The 1950 Fur Resources stamp, which shows drying skins that some references suggest are beaver, is not included in this list.

Details on the first four stamps, which all depict the Fleming design, are shown in the table below.[10][11][12][13]

UNITRADE #	YEAR	DENOMINATION	PAPER	PERFORATION
1	1851	3 pence	Laid	Imperforate
4	1852	3 pence	Wove	Imperforate
12	1859	3 pence	Wove	Perforated
15	1859	5 cents	Wove	Perforated

The major and identifying difference between the first and second beaver stamp is in the paper used to print the stamps. The first issue was on laid paper and the second was on wove paper. Laid paper has a ribbed texture imparted by the manufacturing process. From the 12th into the 19th century a wire sieve was used to produce single sheets of paper. A worker dipped a mold that contained the sieve into a vat that contained diluted linen pulp. The mold was lifted out and tilted to spread the pulp evenly over the sieve. As the paper dried, the pattern of the wires was imbedded into the sheet of paper. Wove paper, which supplanted laid paper in the 19th century, is uniformly smooth.



1852 3d Wove Paper, 4xi Scarlet Vermillion pair. Image courtesy of Taylor Stamps.

Details on the last six stamps are shown in the table below. The original Fleming stamp is featured as part of the issue of three of these stamps and has, therefore, been the central motif for seven of the 10 beaver stamps issued by Canada.

The 2006 stamp featured a stylized beaver and celebrated 50 years since the founding of the Society of Graphic Designers of Canada.

In 1870, the Province of Quebec issued a series of 12 registration stamps with a beaver motif.[14] The denominations ranged from 2 cents to 5 dollars. Registration stamps were used to pay fees imposed on agreements, contracts, deeds, conveyances and other legal documents that under provincial law had to be recorded at a local registry office.



Images of 11 of the 12 1870 Quebec registration stamps. The 2-cent green is missing.

The beaver is the largest rodent in North America and the second largest in the world. The eyes, ears and nose are located at the extreme upper side of the head, which allows the beaver to cruise with only this small portion of the head above water. When the beaver dives, the furred lips close behind the incisors so food may be carried in the teeth without risk of water filling the mouth. Air only enters the lungs through the nostrils, so the beaver can even eat underwater without aspirating water.[4]

A routine beaver dive can last 3 to 5 minutes but 15 minutes without a new breath is possible because the beaver can exchange at least 75% of its lung capacity with each breath. By comparison a human exchanges only 15 to 20%.[4]



Beaver with good view of ear, eye, and nostril, each comfortably situated in a plane above the surface of the water.[1]

UNITRADE #	YEAR	DENOMINATION	DESIGNER(S)
314	1951	15 cents	Herman H. Schwartz
336	1954	5 cents	Emanuel O Hahn. Herman H. Swartz. Engraver Silas Robert Allen
909	1982	30 cents	Stuart Bradley Ash
1161	1992	25 cents	Gottschalk & Ash International
1900	2001	47 cents	Tom Yakobina, Larry O'Gorman
2167	2006	51 cents	David Coates, Rod Roodenburg, Len-Nard Yambot

The beaver has a double coat of fur. The under-fur provides insulation and traps a layer of air against the skin. The outer "guard" hair protects the under-fur and directs water away from the skin. Two oil glands behind the anus continuously secrete an oily substance that waterproofs the fur.[4]

A family consists of six or seven animals including the primary breeding pair, yearlings from the previous season, and new kits. A breeding pair mates for life. The average number of kits is two to four. Beavers leave the family to establish a new



This photo of local beaver illustrates the oily nature of the waterproof fur.[1]

lodge at about the age of two years and are physically mature by four years. A typical habitat range is 0.5 to 43 hectares (1 to 100 acres). The beaver's lifespan is about ten years. Beavers are primarily herbivorous. They especially enjoy the leaves and bark of poplar and willow trees.[4] ✉

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ALL SEASONS PLAYGROUND SERIES OF 1957

By Richard Logan



They came and, without much notice, went; however, the All Seasons Playground Series stamps of 1957 (Scott 365-368) were special in more ways than one.

For the first time in Canada, postage stamps were issued in se-tenant designs. The purpose was a practical measure to provide even the smallest class of post offices with all four designs of the stamps without a great sortation problem.

The four stamps in the series were printed blue in colour, featured a variety of outdoor leisure activities that are enjoyed in Canada – Fishing, Swimming, Hunting and Skiing – and the denomination was five cents. Each stamp was approximately 2.5 cm by 3.81 cm, perforation 12, printed by the Canadian Bank Note Company – using two plates – in four panes of 50 stamps and issued on March 7, 1957. The printing run for each pane was 12, 550,000, making a total of 50,200,000 stamps. All four designs appeared on each pane in blocks of four stamps of each of the four designs.

In the key (Figure 1) all possible combinations of blocks of four, vertical and horizontal pairs are listed. The number in each box is the number of times this combination occurs in four panes of 50 stamps each comprising the full sheet of 200 subjects. This afforded the collector an unparalleled opportunity to form a specialized showing of one issue.

Six combinations are rare and occur only twice in the sheet. (Figure 2)

The series was designed by artist Laurence Hyde, a master in the art of wood and metal engraving. He called himself "A picture-maker by profession." Hyde was born in Kingston-Upon-Thames near London, England in 1914. He immigrated with his family to Canada in 1926 and settled in Windsor, Ontario. Hyde studied his craft at Central Technical School in Toronto and was exhibiting his wood engravings by the age of 22. A few years later, he started a prosperous freelance business doing drawings for advertising firms. Unfortunately, because of poor sales and public indifference, he abandoned block printmaking.

It was just about 1954 when he started designing postage stamps for the Post Office Department. In addition to the All Seasons Playground Series, collectors of Canadian stamps will know his distinctive works, starting with the 15-cent Gannet (Scott 343) and the 5-cent Common Loon. (Scott 369)

Hyde died in Ottawa in 1987. While his works can be seen at the National Gallery of Canada, the Art Gallery of Ontario, the Vancouver Art Gallery and the Fogg Museum at Harvard University, the largest Hyde collection is at the Glenbow Museum in Calgary, Alberta.

Two of the All Seasons Playground Series stamps (Scott No's 365 and 368) were engraved by Silas Robert Allen; the other two (Scott 366 and 367) were engraved by Yves Baril. In fact, all of the images on the stamps mentioned thus far in this article were engraved by hand on steel, ergo the term "steel engraving."

Most of this kind of engraving is done by first laying out the obvious general outline onto the plate. This is referred to simply as etching.





Left: Silas Robert Allen, engraver. Coutesy: National Archives Canada. Right: Yves Baril

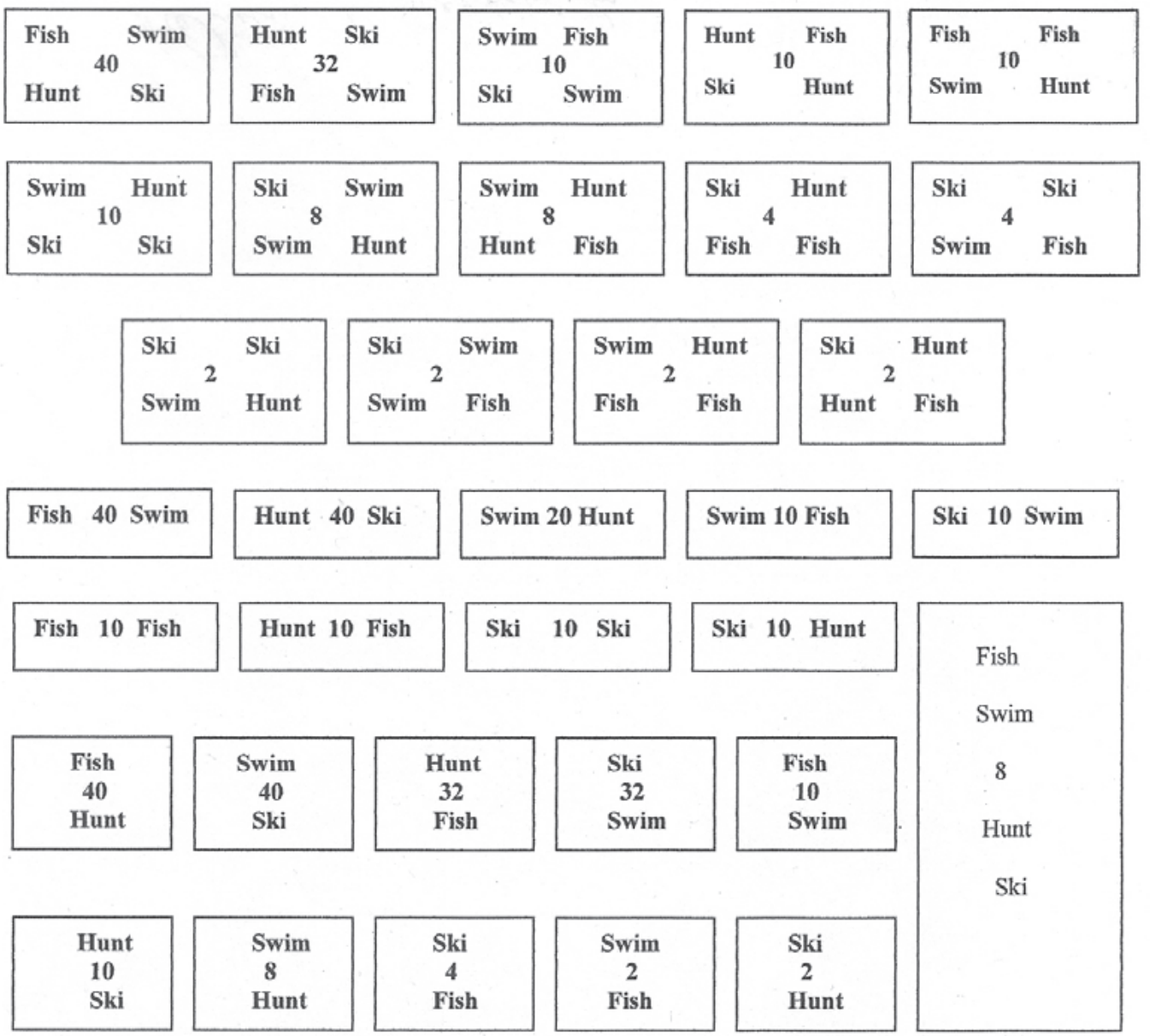


Figure 1



Figure 2

When this step is complete, the artist can move to engraving the work. The tool most commonly used for engraving is the burin, which is a small bar of hardened steel with a mushroom-shaped handle and a sharp square, diamond or pointed end. This is pushed along or into the plate to produce strips of dots and finely spaced lines. This is followed by a scraper which removes any burs. Engraving must be done in the reverse or mirror image, so that the image faces the correct way when the die prints. Steel plates are normally case-hardened to ensure that they can print thousands of times with little wear.

Silas Robert Allen is not a household name in spite of the fact that over a 35-year-career at the Canadian Bank Note Company he engraved 61 Canadian postage stamps and trained a number of apprentices in the difficult art of steel engraving. Born in Ottawa in 1888, he took his training with illustration courses at the Ottawa Technical High School before learning the basic techniques of portrait engraving at the British American Bank Note and American Bank Note Company. Working side-by-side with other talented engravers of the day such as



Original concept for the stamp, as show, was rejected. Note the 4-cent denomination.





First Day of Issue Cover

John Francis Mash, who became Superintendent of the Engraving Division in 1957 and Herman Herbert Schwartz, who is credited with the design of 154 Canadian stamps including the famous 1929 Bluenose stamp, (Scott 158) he developed a very personal engraving style that set him apart from his peers. His best engravings were the Queen Elizabeth II series of 1954 - 61 based on a photograph by Dorothy Wilding and designs of Herman Schwartz. (Scott 337 to 343) The dies that Allen created embodied the perfect mastery of his craft.

One of the apprentice engravers that Allen trained was his successor Yves Baril, who had trained at the Museum of Fine Arts School and School of Graphic Arts in Montreal before being hired by the Canadian Bank Note Company 1953. In addition, he took anatomical drawing courses with Gerald Trottier, himself a well-known postage stamp designer. He also honed his skills studying at the American Bank Note Company in New York, NY and with Bradbury, Wilkinson and Company in London, England. Then in 1967 he became Superintendent of the Engraving Division of the Canadian Bank Note Company. During the next 43 years, Baril engraved 144 Canadian postage stamps, six for the United Nations and 11 for the United States. As well, all Canadian bank notes issued from 1955 to 1996 exhibit his engravings. In addition, he is credited with many vignettes for bonds, coupons and passports including the famous Canadian Tire Money.

Scott No. 367, the Hunting stamp of the All Seasons Playground Series, was actually Baril's second engraving for the Canadian Bank Note Company and there were two engravings made of the drawing. The first was rejected for "technical reasons" – he made a slip, got angry and threw his stylus. It landed on the cheek of the hunter and he could not fix it. Engraving Work Order XG 1161 then took 15 days to complete.

We seldom see steel engraved postage stamps like the All Seasons Playground Series these days. It is a dying art. ✉

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POSTAL HISTORY OF
HIGH RIVER, ALBERTA

By Dale Speirs

The city of High River is located on the Highwood River where the Rocky Mountain foothills make the transition to the prairie. Both the river and the city names are translations of the Siksika tribal name for the area, "spitzee", meaning "high trees". This refers to the large cottonwoods which line the banks of the river and are visible for some distance across the prairies. The city is not in a valley but on a floodplain at the same level as the river, which was to cause problems. Figure 1 is a map of the general area, showing High River in relation to Calgary. High River is today a 20-minute drive south of Calgary on Highway 2, a distance of about 50 kilometers. It is popular with commuters who work in Calgary. The population of High River before the great flood of 2013 was about 12,000 people.

PIONEER HISTORY

The first settlers were John and Katie Quirk, who emigrated from Ireland and initially ranched in Montana. Because of problems with natives stealing their cattle, they moved their herd north and after a long exhausting trip arrived on the banks of the Highwood River in 1882. At this point, Katie was tired of traveling and famously told her husband "John, I will go no further". John accepted her concern and they settled there. They are considered the founders of High River.

The original mail service was via Fort Benton, Montana, through courtesy of the Mounties or with privately-paid couriers. It took weeks under ideal conditions, traveling by oxen team and later by stagecoach along the Macleod Trail, today's Highway 2. After the railroad came through in 1892, mail service was four times daily. In 1955, Highway 2 became a good paved road and transport of the mails switched to trucks. W.J. Bunce opened a stopping house near High River in 1883 at a locality on the river known as The Crossing, where there was a river ford that was useable even during the spring floods. The Siksika tribe had long used this area as a camping ground and today it is within the city of High River. On February 1, 1884, Bunce became the first postmaster of High River.[1] Bunce's stopping house was a three-room sod hut, the middle room of which had a bunk for travelers. During the day when the bed was vacant, it was used as a sorting place for the mails.

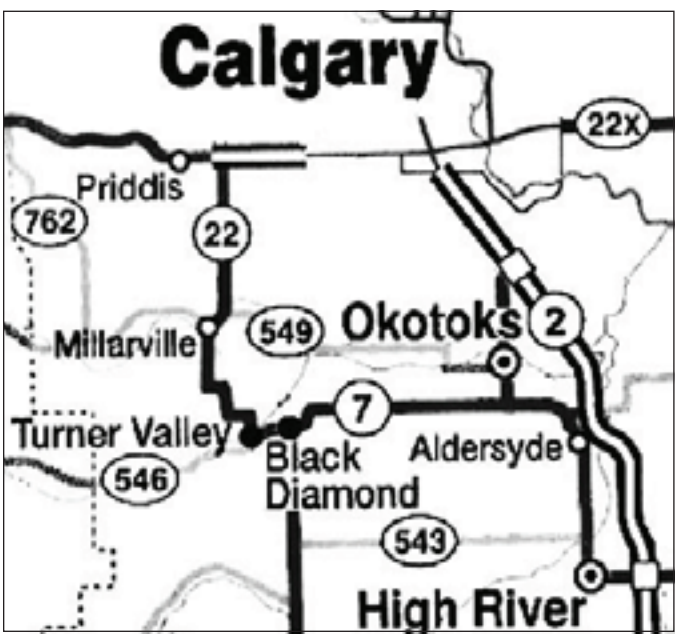


Figure 1 - map of modern High River area.

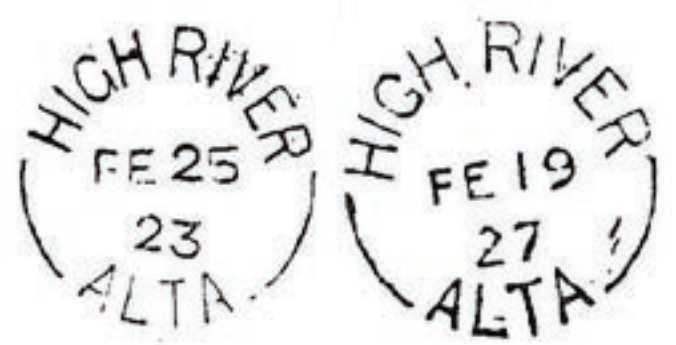


Figure 2 - postmarks, split-circle, proof strikes.

W.E.G. (Bill) Holmes took over as postmaster on July 1, 1887 and moved the post office into his store nearby. He sold the store to Joseph Limoges, who became the next postmaster on November 1, 1889. In those days, postmasterships were often political patronage appointments. After the 1911 federal election when the government changed hands, Limoges was dismissed a few months later on December 2, 1911. He was



Figure 3 - High River - post office photo, 1988.

briefly replaced by Harry Nelson, a town councillor, but it appears that this didn't stick and Limoges resumed the office on some unknown date not long after and held it until April 25, 1934 when he died.[2] Figure 2 shows a couple of proof strikes of the split-circle postmarks used during Limoges' tenure.

MODERN TIMES

A standalone post office building was constructed in 1931. After a brief interregnum with a placeholder, W.E.M. (Bill Jr) Holmes, son of W.E.G., was appointed and stayed as postmaster until his retirement on June 22, 1956. During his tenure the job became a full-time civil service position. Samuel J. Best took over from Holmes in 1956 and a new post office was constructed in 1972. Best left just after the new building was completed. Figure 3 shows the High River post office in 1988; the woman mailing a letter is the author's mother, the late Betty Speirs. The post office was still in this building as of 2013. Two brief placeholder postmasters came and went, and then on October 1, 1973, W.J. (Joe) McDonald settled into the job. He took early retirement in 1976 and was succeeded by Douglas F. Day, followed by many others too numerous to mention. By 1982, the High River post office was a major operation, and mail for the entire postal code T0L was sorted here.[2] Figure 4 shows Klussendorf machine cancels used to handle the load. Figure 5 shows a couple of pictorial postmarks used by the post office. The train postmark was for a railway museum that had just restored a mail car.

On January 10, 1990 the first retail postal outlet (RePO) opened in High River in a 7-Eleven, and operated until early 2013. A couple of its postmarks are shown in Figure 6. What was peculiar about this outlet is that it was across the street and just down the block from the main post office.[3] A person could walk from one to the other in thirty seconds. A city as large as High River would have been more usefully served by having the two spread further apart. Figure 7 shows the RePO as it looked in January 2012. Notice the Canada Post sign at the righthand side of the building. This RePO closed



Figure 4 - High River - postmark, Klussendorf.



Figure 5 - High River - postmark, pictorials.



Figure 6 - High River - postmarks, 7-Eleven.

in 2013 before the great flood. The store itself was flooded to the eaves and remained closed afterward. At the same time, a Shoppers Drug Mart two blocks east of the 7-Eleven opened a RePO which began operating in early 2013 just before the great flood destroyed it.

FLOODS

High River was built on a floodplain and its citizens soon learned the meaning of that word. Almost annually the Highwood River flooded the townsite from the 1880s to the 1940s. Over the years an extensive network of levees were built and by the 1940s flooding had been reduced, but even in the 2000s residents still got the occasional nasty surprise. Major floods requiring large-scale evacuations occurred in 2005 and 2013. The 2013 flood throughout southwestern Alberta, which also devastated Calgary, was the largest flood in Alberta since records were first kept. It particularly shocked southern Alber-

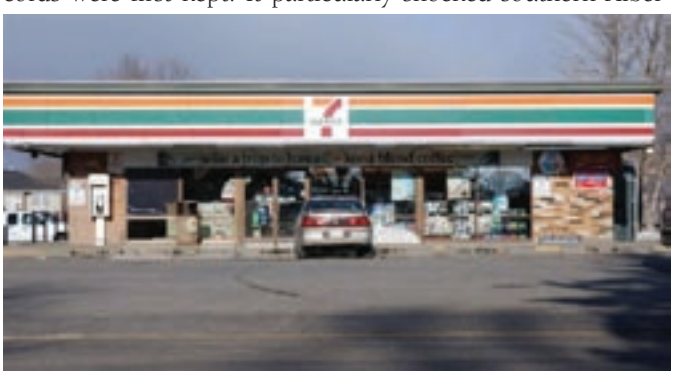


Figure 7 - photo, 7-Eleven outlet, January 1, 2012.



Figure 8 - Okotoks post office, August 5, 2013, High River flood emergency.

tans because it immersed areas that had never before flooded since the Europeans arrived.

Pioneer reports agree that on many occasions the High River mails were shuttled between the train station and the post office via rowboat, a thing normally done with a hand cart. The railroad station and tracks were built on a raised bed of gravel ballast and thus kept operating during the floods without interruption to the mails. The floods were wide in terms of horizontal spread and covered hectares but were seldom more than a metre deep in most places, with the exception of the 2013 flood which covered many houses to their eaves.

THE GREAT FLOOD OF 2013.

The entire city of High River was flooded on June 21, 2013. In the High River area, 190 mm of rain fell in one day and 250 mm in the headwaters of the Highwood River in the Rocky Mountains nearby. The rain that fell upstream in the mountains drained through the city of High River. The river burst its banks and flowed overland across the city. All 12,000 residents were evacuated, and the postal system shut down for five months. About 100 residents were trapped on the rooftops of their houses and after spending hours sitting in the rain were rescued by Canadian Forces helicopters.

Unlike the old days, mail is now delivered by truck traveling on roads at grade level, so the distribution was interrupted. The staff were gone as soon as the electricity and other utilities shut down. There was no postal service whatsoever until June 25. Beginning that day, High River residents were asked to get their mail at Okotoks, 25 kilometres northwest. Okotoks suffered minor flooding from the Sheep River in its Old Town district on the bottomlands. It was not hit as badly or as long because most of that city is up on a plateau, and it was able to keep its postal system going.

Residents of High River were allowed back into the town on a limited basis beginning June 29, but the post office remained closed. Delivery to some supermailboxes resumed on July 10 where the land had been drained, but parcels and signature-required mail still had to be picked up at Okotoks.[4] Figure 8 shows the Okotoks post office as it was on August 5, basically split into two separate post offices. Three long rows of supermailboxes were placed on the sidewalk to make it easier for High River mail pickups, but with 12,000 victims to look after, the Okotoks emergency service was obviously a stop-gap measure.

On July 14, I drove down to High River to look at the damage. For once, the mass media did not exaggerate the disaster. If anything, it was worse than reported because 90% of the destruction was inside the buildings, out of public view. Figure 9 shows a general view of the main post office. Behind the camera were an additional three dumpster bins filled with debris from the building. It was in the process of being gutted completely. The parking lot and sidewalk are white not because of camera over-exposure, but because of the thin layer of dried clay mud that covered everything in the city. Figure 10 is a close-up of the post office to show the waist-high water stain on the wall. Look closely and you will see the faint horizontal white band marking the high water of the flood.

Figure 11 is a photo taken August 15th of the new Shoppers RePO, which was flooded waist high. Notice the Canada Post sign at left of building. The site is three blocks east and one block south of the main post office on the same ground



Figure 9 - flood damage, main post office.



Figure 10 - close-up of flooded main post office.



Figure 11 - Shoppers, 3 Avenue SE and Centre Street, August 15, 2013, flood damage.

level. The entire store had to be gutted. Figure 12 was taken just north of the main post office and shows the railroad track along which the mails were once delivered even through previous floods. The Highwood River is on the other side of the cottonwoods and had subsided back into its regular channel when I took the photo on July 14. The raised track bed is about one metre above the height of the road but this time it did not avail and the river pushed most of the track over on its side, making it look like a snow fence. The rails and bridge over the Highwood River, built in 1892, were subsequently removed by the CPR and the track abandoned, erasing a major part of High River's history.

High River suffered more than Calgary, Okotoks, or other flooded towns because much of it is at or below the level of the Highwood River. The land did not drain naturally and quickly as elsewhere and in many places had to be pumped dry. In early September I saw suburbs still with sheets of water or large pools that were not yet dry and awaiting pumps.

THE AFTERMATH.

On September 8, I re-visited High River. The Shoppers was not yet open. The main post office was still closed but all the supermailboxes that had been in Okotoks were now lined around it, as seen in Figure 13. A sign nearby said that signature mail and parcels still had to be picked up in Okotoks. A refugee camp called Saddlebrook was set up north of High River, in fact on the southern boundary of the hamlet of Aldersyde. The portable trailers housed about 1,200 residents who had no place else to stay. There were no supermailboxes that I could see but the camp had shuttle bus service to High River and those residents with cars could actually drive more quickly to Okotoks. (Large numbers of High River residents lost their cars, which were washed downstream and were beyond repair when salvaged.) On my way back to Calgary, I drove past the Okotoks post office and verified that the supermailboxes shown in Figure 8 were the ones that had been relocated. The Okotoks building, however, was still split into two post offices and the signage was unchanged.

There was one street letter box at the ruins of the High River post office, into which I dropped a self-addressed envelope to see where it would be cancelled. Private security guards were everywhere in High River, on patrol along the streets and parking lots since almost all of the buildings were still vacant. As I got out of my car to mail my letter, one such guard started to walk over to me with unalloyed suspicion on his face. I waved my letter in the air to reassure him that I was not a looter, and he stopped where he was. Nonetheless, he watched me closely as I dropped the cover into the street box. The letter arrived in Calgary on September 13 with no postmarks and only an orange barcode upside-down across the top of the envelope. Just for fun, I re-mailed the cover in the same street box on September 21. (No sign of the guard; maybe he was on his coffee break.) It returned to me on September 25 and this time with an Okotoks machine cancel, which is what I had been expecting.

When I checked the Canada Post "Find A Post Office" Website on September 21, the main post office had been deleted from the map, but the Shoppers was listed as being open. I visited High River that day, but the Shoppers was not yet open. There was a temporary trailer parked on site but it only had a pharmacy and nothing else. The pharmacist told me the main store and RePO were not scheduled to re-open until November 28. The main post office building looked the same as it was on



Figure 12 - railroad tracks.



Figure 13 - September 8, 2013.



Figure 14 - temporary location after flood, November 18, 2013.

September 8 with no visible additional work being done. After the initial gutting and make-safe, work came to a halt.

THE RECOVERY.

It was five months before full postal services resumed in High River. On November 18, a temporary post office opened in a trailer on Centre Street a few blocks south of the main building. Figure 14 shows it on opening day. This time the sidewalk and parking lot are white because of snow. It was one of many construction trailers in what had been a vacant railway siding before the railroad was washed away. Various local businesses occupied the other trailers, such as an insurance agency and a credit union. Because the post office sign was facing inward and not visible from the street, I drove back and forth a couple of times before I finally found the post office. When I entered the temporary office on opening morning, there was a lineup of citizens in the tiny lobby. The clerk was apologizing to a customer that the registration and signature mail facility was not running just yet, and if she didn't want to drive to Okotoks today, then she should come back tomorrow. As I was standing in line, the supervisor came out of his office and we had a pleasant chat. I asked him about the main building and he said that Canada Post had decided to abandon it. They were currently looking for a new location, hopefully a couple of metres higher in altitude. He told me that when he opened up after the flood waters receded, he found the building filled knee-high with mud and gravel, with water stains at waist height.

I made it to the front of the lineup and presented a cover for cancelling. The clerk tried twice with a flood-damaged self-inking canceller salvaged from the main building but only the date showed clearly. The ink pad in the canceller had been washed clean by the flood waters. The supervisor went into his office and came out with a fresh ink pad. After inserting it into the canceller, the clerk tried it on my cover and it worked perfectly, albeit slightly over-inked. The cover is shown in Figure 15 and represents the first piece of mail cancelled in High River in five months.



Figure 15 - first day of temporary post office.

On November 28, I returned to High River one final time, for the grand re-opening of the Shoppers Drug Mart and its RePO. I was the first at the postal counter for a postmark, shown in Figure 16. The RePO is named after the river that destroyed it. The clerk told me that the canceller was brand new. Nothing had been salvaged from the flood, and the postal outlet and its mails had been a total loss.

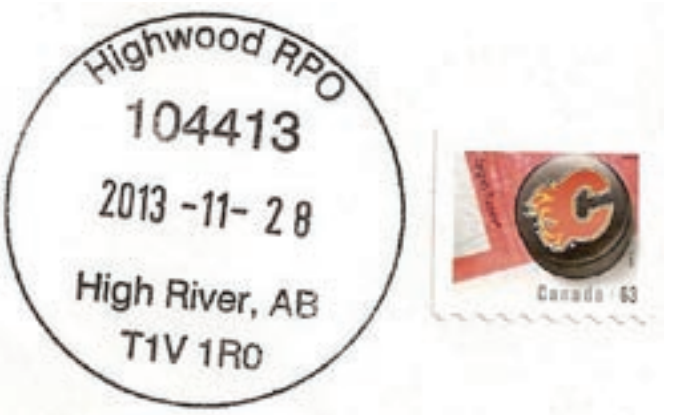


Figure 16 - Shoppers Drug Mart, Highwood, 2013.

On my way out of High River both times in November, I stopped at its street letter box (still the only one in the city) and dropped in a self-addressed cover. Both were returned to me with only Calgary spray-on markings, indicating that Calgary had taken over from Okotoks as the sorting plant for High River mail. It made sense because the construction trailer was far too small to sort mail on a large scale, even allowing for the partial depopulation of the city after the flood. I'm sure the Okotoks staff were relieved to see the High River mails being diverted and easing their workload. ✉

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Early Canadian Covers to Belgium

By George B. Arfken, FRPSC

One Decimal cover to Belgium has been reported [1]. No Large Queen covers and only 10 Small Queen covers before August 1878 when Canada adhered to the UPU rates and regulations. This small number of covers is still able to bring out and illustrate four interesting points in Canadian Postal History: 1. Britain's remarkably generous policy of redirecting Canadian covers. 2. Changes when the U.K. and other countries created the General Postal Union. 3. The relation of the accountancy marks to British postal rates and 4. The anomalous accountancy marks on Cunard rate covers. The Canadian and British letter rates for Belgium are given in Table 1.

DATE	CANADA TO BELGIUM	U.K. TO BELGIUM
Oct. 1868	19 cents	3 pence
Oct. 1870	10¢	3d
Jan. 1875	10¢	2½d
Aug. 1875	5¢	2½d

Table 1. Allan Packet Postal Rates to Belgium, per Half Ounce.

The sources of the Canadian postal rates are shown in Endnotes 2-5.
The source for the U.K. rates is given in Endnote 6.

THE SMALL QUEEN COVERS.

Figure 1 shows a double Canadian (Allan) packet rate cover addressed to Clithroe, England and paid 12¢ with two 6¢ Small Queens. The cover was redirected to Brussels, Belgium. There is a BRUXELLES 29 MARS 72 backstamp showing that the cover did get to Brussels and that it had been posted in March 1872. There was a charge of one penny for the redirection marked by the vertical slash on the cover. The Canadian charge for a double-rate letter to Belgium was 20¢. A double-rate British letter to Belgium would have been charged 6d or 12¢. So, a 1d redirection charge was quite generous - or might have been a mistake.



Figure 1. A double-rate Allan Packet cover posted in March 1872 and addressed to Clithroe, England. Redirected to Brussels, Belgium. Courtesy of Firby Auctions/Arfken collection.

Delegates of the U.K., France, Germany and most of the other nations of Europe and Egypt and the U.S.A. met in Berne, Switzerland in 1874 and drafted the Treaty of Berne forming the General Postal Union. The treaty was signed on October 9, 1874 with July 1, 1875 as the effective date. The treaty recommended a 5¢ basic rate with 15 grams or ½ ounce as the basic weight. The British postal rate to Belgium was reduced to 2½d (5¢) per ½ oz. on January 1, 1876. That shows up as a red 2½ on the next cover, a reduction in the accountancy mark. Note that the accountancy charge matches the British rate shown in Table 1.

Figure 2 shows a mourning cover from Ottawa to Belgium. The Canadian rate of 10¢ per ½ oz. was paid with a deep lilac rose 10¢ mall Queen. Overlapping the Ottawa date stamp there is a red LONDON PAID. At top center there is an accountancy mark, a red 2 and a squiggle for 2½, a credit of 2½d to Britain and a debit of 5¢ to Canada. The accountancy marks are discussed after all five covers have been presented.



Figure 2. A mourning cover from Ottawa, February 14, 1877 to Gulleghen, Belgium. Courtesy of Firby Auctions, ex: Brigham.

Next come three covers from the same person to the same address. The three covers pay a different rate and have different accountancy marks, different from the previous cover. Figure 3 shows a cover from Montreal, addressed to Mons, Belgium. The cover was franked with four 3¢ Small Queens to pay the 12¢ Cunard rate. The extra 2¢ was for the U.S. transit fee. Note the post office box return address. There is a red 5 MR 78 LONDON PAID and also a large red 3. Britain was charging Canada ½d or 1¢ more to send the letter on to Belgium than it would charge for a British letter to Belgium.

Figure 4 shows a cover very similar to the cover of Figure 3. It's as though the sender took the cover to the post office, found it was over ½ oz. and had to add the magenta 10¢ and the 2¢ Small Queens. At any rate, it's a Cunard double rate cover to Belgium franked with the proper 24¢. Note the big red 6.



Figure 3. From Montreal, February 19, 1878, to Mons, Belgium. Endorsed for going via New York and paid the 12¢ Cunard rate for ½ oz. Courtesy Firby Auctions/Arfken collection.



Figure 4. A Cunard double rate cover posted in Montreal, January 7, 1878, and addressed to Mons, Belgium. Courtesy of Maresch Auctions/Simpson collection. Ex. Jephcott.

A second Cunard double rate cover with different franking is shown in Figure 5. The franking consisted of two dull lilac 10¢ and a pair of 2¢ Small Queens. There is a red LONDON PAID and a red 6.



Figure 5. A second Cunard double-rate cover posted in Montreal, February 25, 1878, and addressed to Mons, Belgium. Courtesy of Maresch Auctions. Ex: John Ayre.

THE ACCOUNTANCY MARKS.

A comparison of the accountancy marks and the British rates for a letter from Britain to Belgium is given in Table 2. The comparison indicates that the purpose of the accountancy mark (a debit to Canada and a credit to Britain) was to direct payment from Canada to Britain to reimburse Britain for Britain's cost in forwarding the Canadian cover to its destination.

There is one anomaly here: Covers 3, 4 and 5 all paid a U.S. transit fee and in all three cases Canada was being debited slightly more than Britain's forwarding cost. So whenever Canadian writers chose a British ship (Cunard) rather than a Canadian ship (Allan) for a letter going beyond Britain, Canada was charged an extra ½d or 1¢ per ½ oz. Actually Britain more than made up for this by reducing the rates for Canadian letters to Britain to 5¢ per ½ oz independent of route, effective October 1875. ✉

FIGURE	DATE	RED MARK	BRITISH RATE
2.	FE 14 77	2 ½	2 ½d
3.	FE 19 78	3	2 ½d
4.	JA 7 78	6	5d
5.	FE 25 78	6	5d

Table 2. A Comparison of Accountancy Marks and British Rates to Belgium.

ENDNOTES

[1] The Firby Recording of Canadian Pence and Decimal Covers, 1984.

[2] *General Regulations*, 1868, pp. 70-73.

[3] 1 July 1870 Tables of Rates of Postage.

[4] When Were the 1 July 1870 Tables of Rates of Postage Published?, George Arfken and Maggie Toms, *PHSC Journal, No. 48*, pp. 28-29, 1987. Arfken and Toms showed that the 1 July 1870 Tables were actually published in October 1870.

[5] *Canadian Official Postal Guides*.

[6] British Letter Mail to Overseas Destinations, 1840-1875, Jane and Michael Moubray, *The Royal Philatelic Society London*, 1992, P. 338.

AIRGRAPHS
Great Britain and Canada

By Michael Peach

Airgraphs, not to be confused with aerogrammes or air mail lettersheets, were used during the second World War. The quickest means of communication was via air mail. In those long past war years; air travel and air transportation were much different from today, space and weight were at a premium. Airgraphs were not bulky and and light and were a means of sending large numbers of letters or greetings rapidly, particularly for maintaining personal contact with the troops serving overseas.

Italy had entered the war on 10 June 1940, effectively closing the British airmail service to Cairo, and onward to East Africa, the Middle East, India and Australia as well as the Suez Canal to Allied sea traffic. Mail had to be sent via the Cape of Good Hope, and a letter from India, for example, took between three and six months. The possibility of using microphotography was considered. In 1928 Eastman Kodak had introduced the Recordak system: documents were photographed and the images were stored on narrow rolls of film. The British Post Office had contacted Kodak Ltd. in late autumn 1940 about the possibility of establishing an airgraph service for the troops using the Recordak system. The Kodak office in Cairo already had the equipment required to photograph the letters, and was able to start processing almost at once. Airgraph service started from Cairo on April 21, 1941, arriving in London on May 13. It was restricted to members of the forces to communicate with their families. The first shipment comprised some 70,000 letters, a testament to someone's efforts to sell the concept. The airgraph service was gradually extended and included the Commonwealth troops. Similarly letters could be sent home by the forces.

Airgraphs were introduced in Britain on 15 August 1941, for relatives and friends to communicate with the armed forces and Merchant Navy, initially only to troops serving in the Middle East. The original message, either typewritten or longhand, was written on a special form, 11 x 8½ inches (figs. 1 and 2), with instructions on the back (fig. 3). The sender's address, if in the forces was vague, but the name, service number and unit were definite. The form was available free from local post offices, where it was returned, and then sent to the Main Post Office in

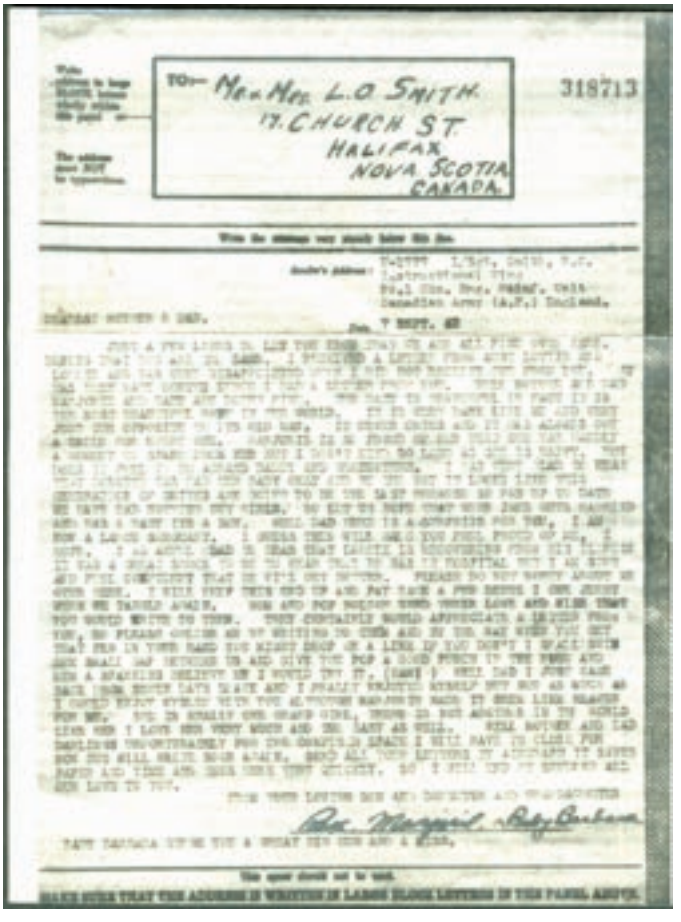


Figure 1 Typewritten letter to Halifax, N.S., from England 7 Sept. 1942

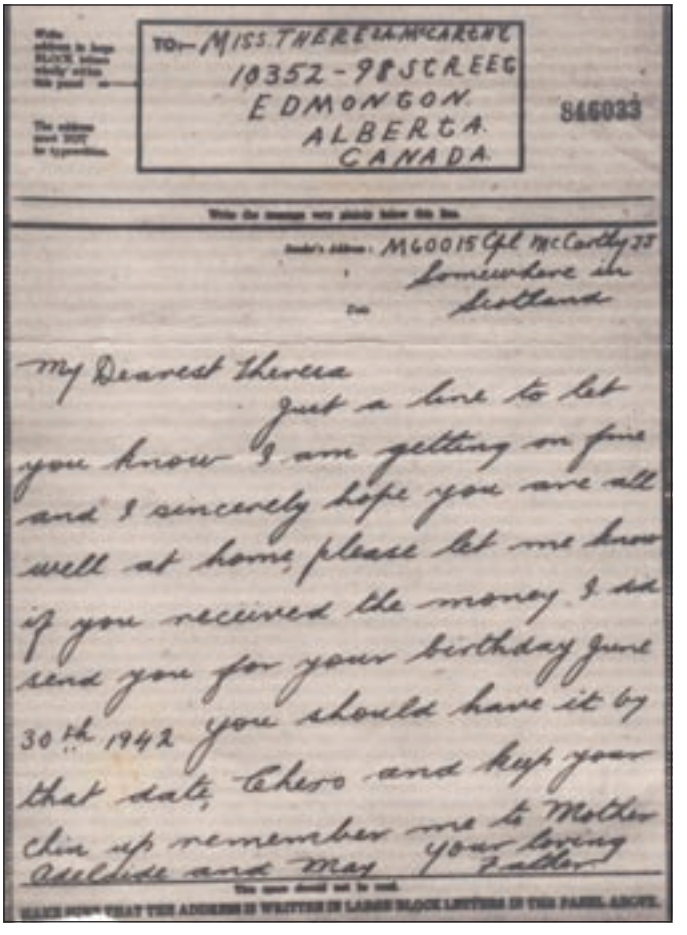


Figure 2 Handwritten letter to Edmonton from somewhere in Scotland, 1942,

airgraph service

+ The destinations to which the airgraph service is available may be ascertained at any Post Office.

+ *Nothing should be written on this side of the paper.*

+ The whole of the message should be written on the other side below the sender's name and address.

+ The name and address to which the message is to be sent should be written in large BLOCK letters wholly within the panel provided. The address should be the same as for an ordinary letter except in the case of airgraphs for personnel of Merchant Navy ships, which should be addressed to the addressee and ship [by name] followed by "c/o G.P.O., London, E.C.1."

+ A miniature photographic negative of the message and address will be made and sent by air mail. At the destination and a photographic print, measuring about 5 inches by 4 inches, will be made and delivered to the addressee. It is therefore important that the message should be written very plainly and that the address should be written as large as possible in block letters. Wherever possible, black ink should be used. Very small writing is not suitable.

+ The completed form may be handed in at any Post Office, or if preferred, may be forwarded to London in an envelope addressed to: "Airgraphs"
Foreign Section
London
In that case it is desirable that a large envelope should be used and that the form should be folded as few times as possible, preferably in the same direction as the writing. As an exception to the general rule that postage is payable on letters addressed to Government Departments, Postmasters, etc., postage is not payable on covers containing completed Airgraph forms addressed to "Airgraphs" Foreign Section, London.

+ If it is desired to send more than one sheet, a separate form must be completed, and the name and address of the sender and of the addressee must be inserted on each form in the usual way.

+ The original will be retained by the Post Office and eventually destroyed.

please complete your message and post without delay

Figure 3 Instructions

London, the King Edward Building. Alternatively it could also be sent directly to the Main Post Office in London. Postage had to be added to the back of the form, 3d for mail to the Forces and 8d for messages to civilian addresses. The form was first sorted for specific areas by the Army Postal Service and numbered. The forms were photographed onto 100 foot rolls of 16 mm microfilm (fig. 4). The microfilm was flown to its destination, where an approximately quarter-size positive print was made (fig. 5), folded and put in a brown window envelope such that the name and address were visible (figs. 6 and 7). This was then sent to the recipient in the regular mail. Towards the end of the war the airgraph was folded, stuck together with a spot of glue, and put in the mail without an envelope (fig. 8). The numbered originals were kept, until there was confirmation that the roll of film had



Figure 4 Photographing the airgraph.



Figure 5 Roll of printed airgraphs

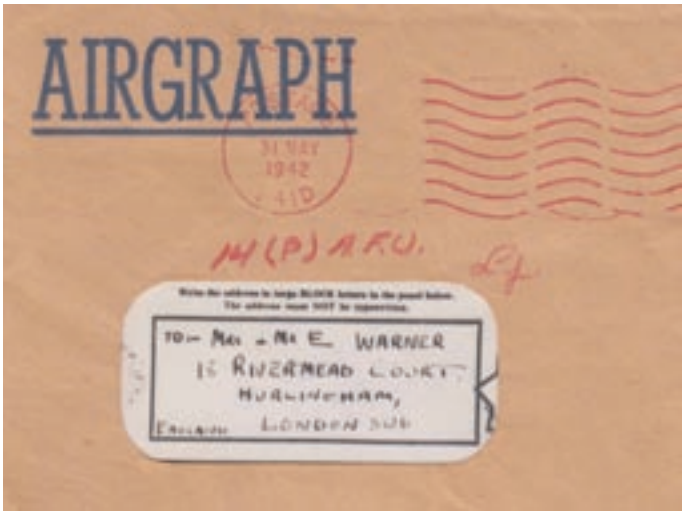


Figure 6 British window envelope mailed 31 May 1942



Figure 7 Canadian window envelope mailed 18 September 1942



Figure 8 Mailed folded airgraph

been printed at the destination. If the film was lost, the airgraphs were rephotographed and sent again. In this way all the airgraphs arrived at their destination.

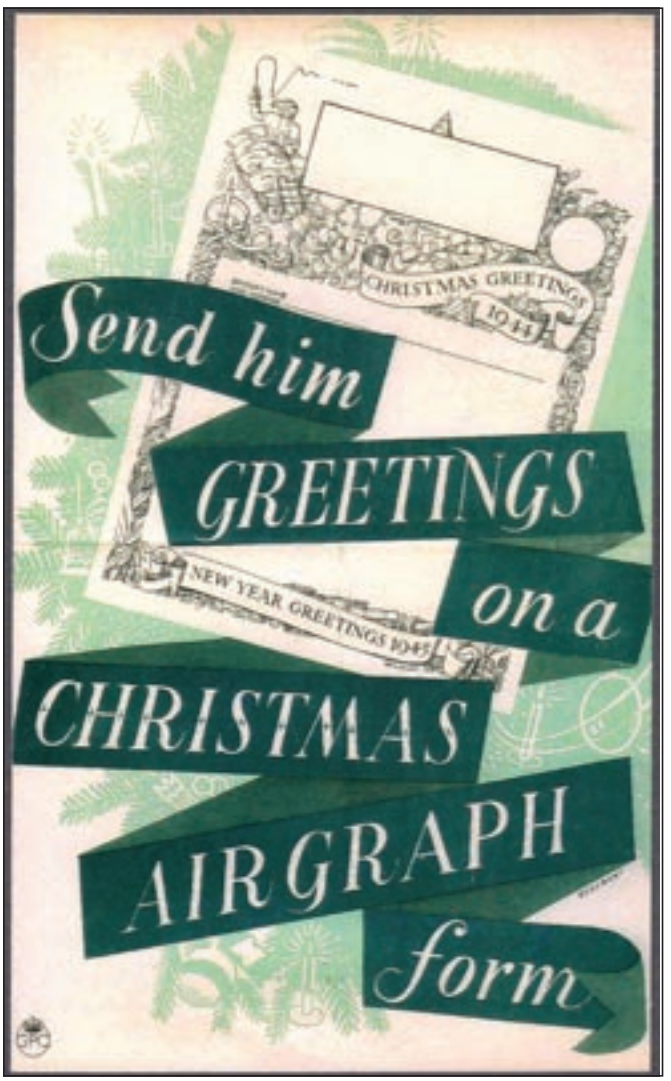


Figure 9 Advertising poster for the 1944 Christmas airgraph

Special airgraphs were prepared for Christmas Greetings (figs. 9 and 10). The Christmas 1943 greetings that had passed the censor were sent from London to Dartmouth (fig. 11). Although it was possible to prepare your own forms, provided that they complied with the size and layout of the official ones, there appear to have been very few produced. Photographs could not be included in an airgraph. In early 1943 Dufay-Chromex, a film manufacturer, developed a system for putting photographs on airgraphs. The subject was photographed and the photo then printed on a form. The process took about two weeks and was relatively expensive, costing 3/9, 45d or about 19p, compared with 3d for a normal airgraph form. There were studios in Manchester, London, Liverpool, Birmingham and Kingston.

The first airgraph from London was launched by the Queen (fig. 12), the late Queen mother, by sending an airgraph to the Commander-in-Chief in the Middle East, General Auchinleck (fig. 13). Initially the service was from Britain to the Middle East.

Buckingham Palace, August, 1941
My dear General Auchinleck
In this first message by the new Airgraph Service to the Middle East, I wish to tell you, on behalf of all the women at home how constantly our thoughts turn to all those under your command.
I know how grievous is the separation which parts wife from husband, and mother from son, but I would assure those whose achievements have already filled us all with pride that their example is an inspiration, and I do not doubt that even greater ac-



Figure 10 Blank 1943 Christmas airgraph

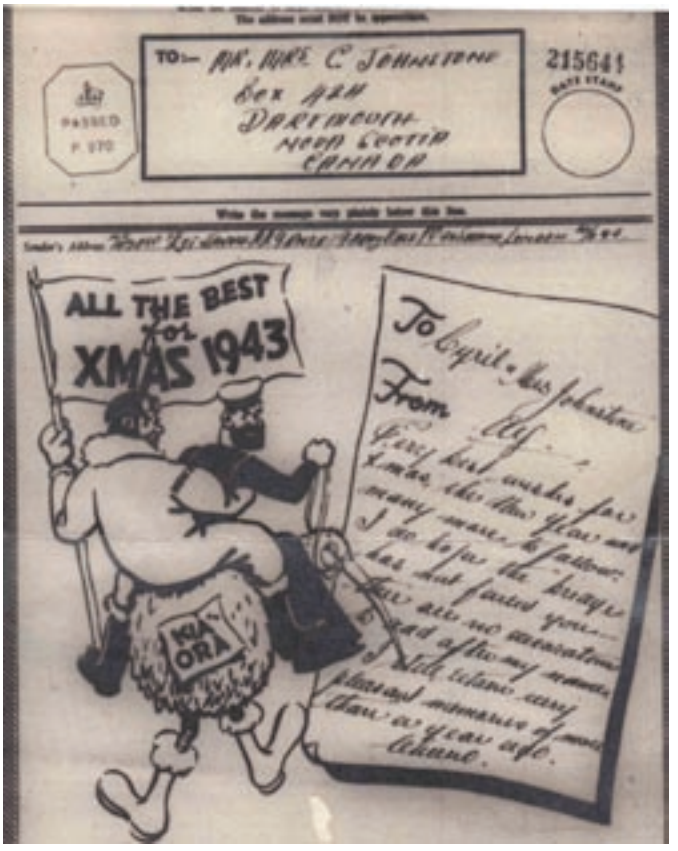


Figure 11 Christmas wishes 1943

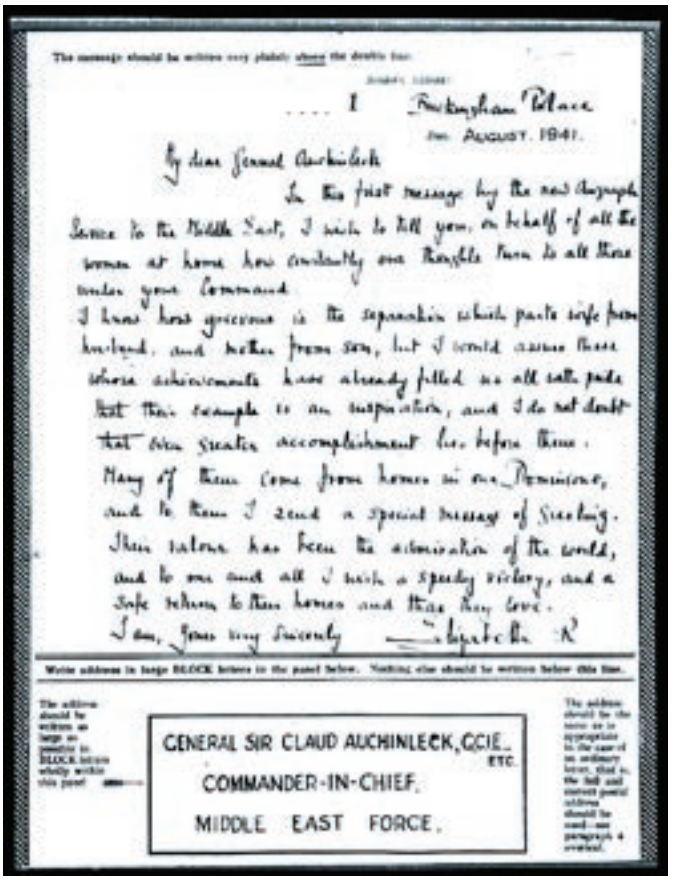


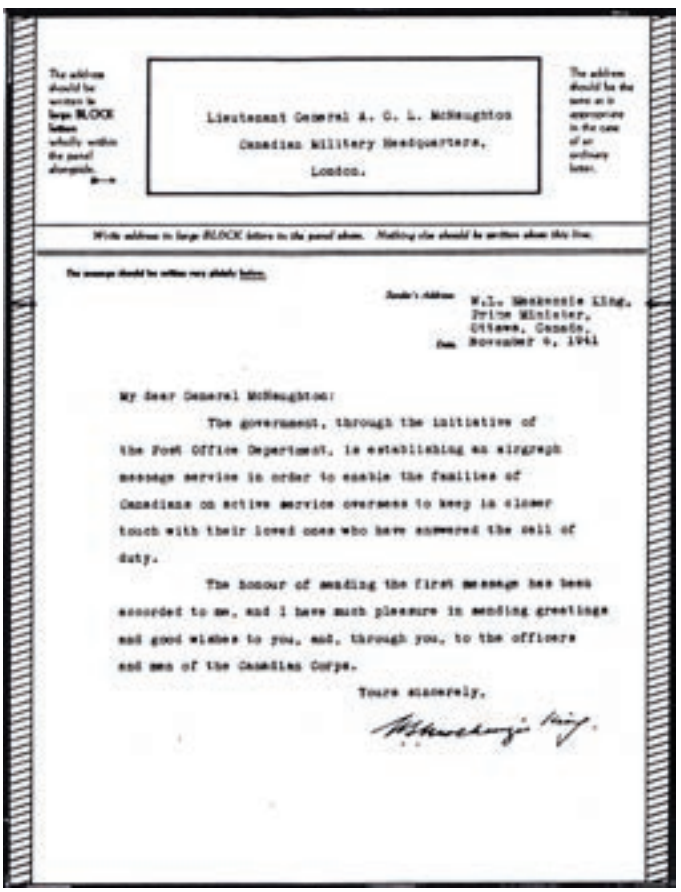
Figure 13 Queen's airgraph to General Auchinleck



Figure 12 The Queen viewing airgraph film



Figure 14 Canadian Advertising Poster



Lieutenant General A. G. L. McNaughton
Canadian Military Headquarters,
London.

Rt. Hon. Mackenzie King,
Prime Minister,
Ottawa, Canada.
November 9, 1941

My dear General McNaughton:

The government, through the initiative of the Post Office Department, is establishing an airgraph message service in order to enable the families of Canadians on active service overseas to keep in closer touch with their loved ones who have answered the call of duty.

The honour of sending the first message has been accorded to me, and I have much pleasure in sending greetings and good wishes to you, and, through you, to the officers and men of the Canadian Corps.

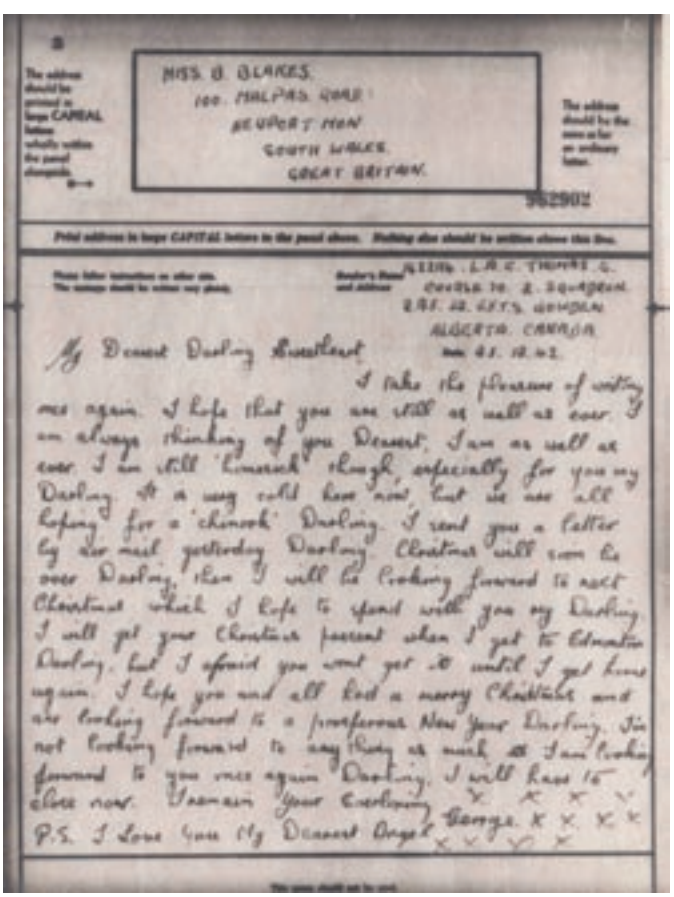
Yours sincerely,

Figure 15 First Canadian Airgraph to General McNaughton

complishment lies before them. Many of them come from homes in our Dominions, and to those I send a special message of greeting. Their valour has been the admiration of the world, and to one and all I wish a speedy victory, and a safe return to their homes and those they love.
I am, Yours Very Sincerely, Elizabeth R

In Canada the system was inaugurated in November 1941 for messages to the Armed Forces in the United Kingdom. The fee was 10¢ (fig. 14). The first message was sent from Toronto by the Prime Minister Mackenzie King to General McNaughton at Military Headquarters in London on 18 November 1941 (fig. 15). The fee was subsequently reduced to 6¢ for armed forces. A French version of the Airgraph form was later available. Messages were sent to Toronto for processing by Kodak. In November 1942 the service was extended to permit any personnel of the Allied Armed Forces serving in Canada to send messages to their families and friends in Britain. From 18 September 1942 to 1 October 1943 airgraphs to Australia and New Zealand were handled in Vancouver.

The advantage of this system was that the weight was greatly reduced: spools with 1600 airgraphs on microfilm weighed 5 oz (154 g), compared with 50 lbs (22.5 kg) for the same number of letters. Copies of the microfilm were retained for reference. By 1 October 1942 about one million airgraphs were being sent in each direction per week. A disadvantage of the service was the lack of privacy. Information about the sender was also required.



MISS. B. BLAKES.
100. HALPAS. ROAD
NEWPORT. MON
SOUTH WALES.
GREAT BRITAIN.

My Dearest Darling Sweetheart

I take the pleasure of writing me again. I hope that you are still as well as ever. I am always thinking of you Dearest. I am as well as ever I am still 'Limerick' though, especially for you my Darling. It is very cold here now, but we are all hoping for a 'chinook' Darling. I send you a letter by air mail yesterday Darling Christmas will soon be over Darling, then I will be looking forward to next Christmas which I hope to spend with you my Darling. I will get your Christmas present when I get to Edmonton Darling, but I afraid you wont get it until I get home again. I hope you and all had a merry Christmas and are looking forward to a prosperous New Year Darling. I'm not looking forward to any thing as much as I am looking forward to you once again Darling. I will have to close now. I remain Your Everloving George. X X X X

P.S. I Love You My Dearest Angel X X X X

Figure 16 December 21, 1942 letter from Edmonton to Wales

The service ended on 14 July 1945 in Canada and on 31 July 1945 in Great Britain. By the end of the war airgraph processing was available in Cairo, Calcutta, Algiers, Naples, Toronto, Johannesburg, Wellington, Colombo, Bombay, Nairobi, and Melbourne. During its operation 135,224,250 airgraphs were sent. A similar service in the U.S.A. was known as V-mail.

Unstamped air letter sheets on light paper were in use since the late 1940s for forces mail between the Middle East and the United Kingdom. It was self-sealing ensuring its privacy with the address being written on the outside. It was printed on thin lightweight paper and weighed about 3 g. Prestamped airletters were introduced for general use in June 1943. These continued after the war and are currently called aerogrammes. In recent years their use has been reduced considerably, and they are not longer available in Britain or Canada.

Other illustrations show a letter from a Lance Sergeant Smith in England to his parents in Halifax, dated 7 September 1942 (fig. 1), mailed in the envelope marked Airgraph Air Mail Postage Paid SEP 18 1942 (fig 7) and a letter from Scotland to Edmonton (fig. 2). Going to Britain from forces in Canada are an airgraph dated November 1942 from Alberta to Newport, Monmouth (fig.16) and a letter to Glasgow from Manitoba (fig. 17). ✉

A short video of the service can bee seen on YouTube, https://www.youtube.com/watch?v=U5k-IN-8IJ0&feature= youtu.be

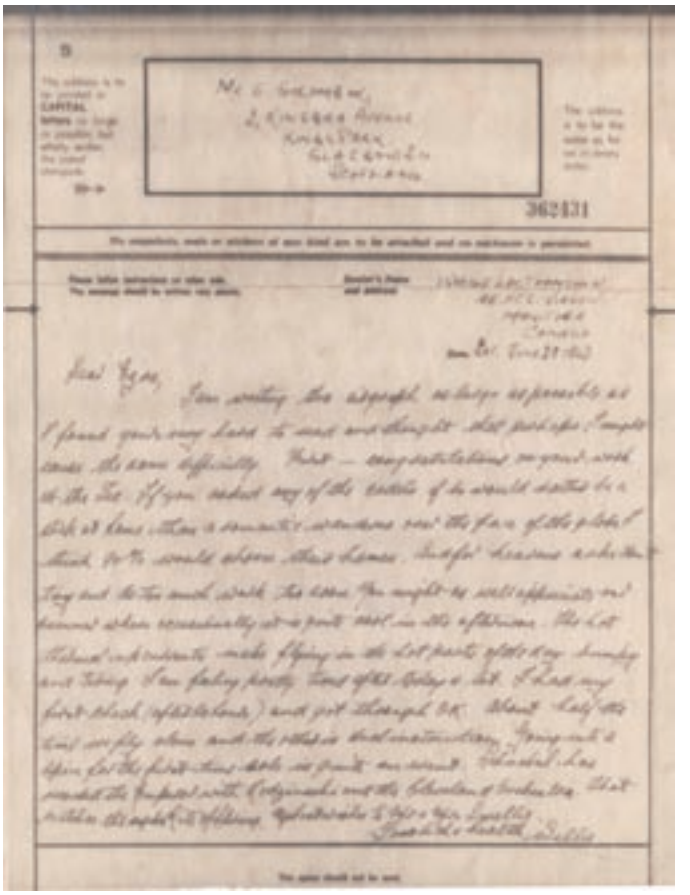


Figure 17 June 20, 1943 letter to Glasgow from Manitoba

RPSC PHILATELIC RESEARCH FOUNDATION

SRPC FONDATION DE RECHERCHE PHILATÉLIQUE

Donations to the RPSC Philatelic Research Foundation

The two objectives of the Foundation are to promote youth philately, and to encourage philatelic research by sponsoring its publication and distribution. These objectives are achieved through donations of cash, or of philatelic material from collectors and philatelists. Donations of collections receive a charitable receipt for income tax purposes equal to the appraised fair market value.

Potential donors should contact the Foundation President, Peter Butler, FRPSC, directly (1-416-921-2073), or via the National Office(1-888-285-4143), or in writing at 10 Summerhill Ave., Toronto, ON M4T 1A8, to discuss the type of material intended for donation and the process for receiving a charitable donation receipt.

Dons à la RPSC Philatelic Research Foundation

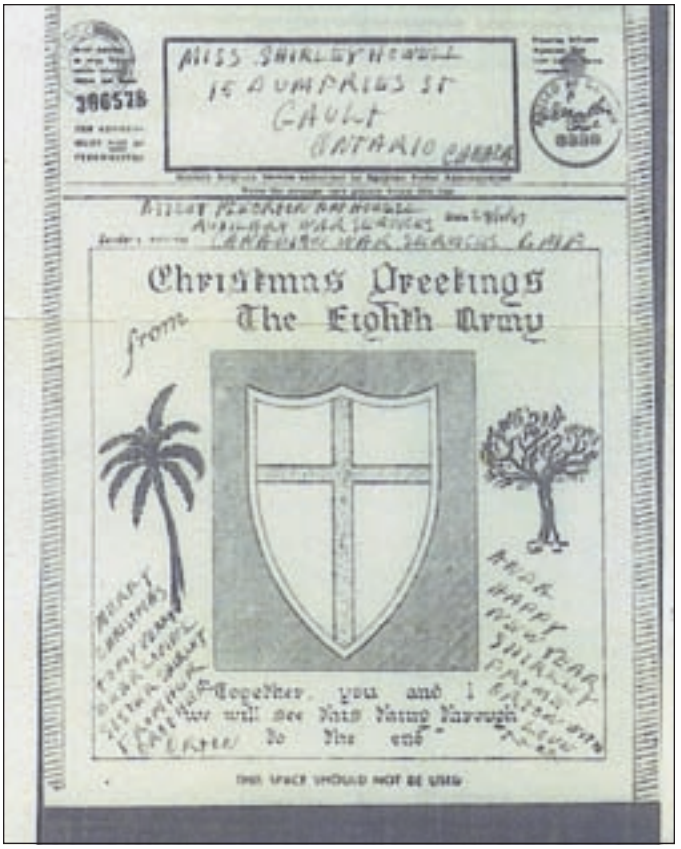
Les deux objectifs de la fondation sont de promouvoir la philatélie jeunesse et d'encourager la recherche philatélique en en commanditant la publication et la distribution. Ces objectifs sont atteints au moyen de dons d'argent ou de matériel philatélique de la part de collectionneurs et de philatélistes. Les dons de collections philatéliques donnent lieu à un reçu pour don de bienfaisance aux fins d'impôt égal à la valeur de remplacement selon la juste valeur marchande d'expertise.

Les personnes qui souhaitent faire un don peuvent s'adresser au président de la fondation, Peter Butler, directement au -416-921-2073 ou au Bureau national au -888-285-4143, ou par écrit au 10 Summerhill Ave., Toronto, ON, M4T 1A8, afin de discuter des articles à donner et du processus d'émission d'un reçu pour don de charité.

The Reverse Postmark Reads **THANK YOU**

By (O.D.)Tante Bon

"To Anyone Anywhere" – Loneliness – During World War II troops stationed away from home with inconsistent mail delivery experienced isolation from their families, resulting in loneliness. Unlike many other psychological hazards, loneliness is difficult for the soldier to deal with.

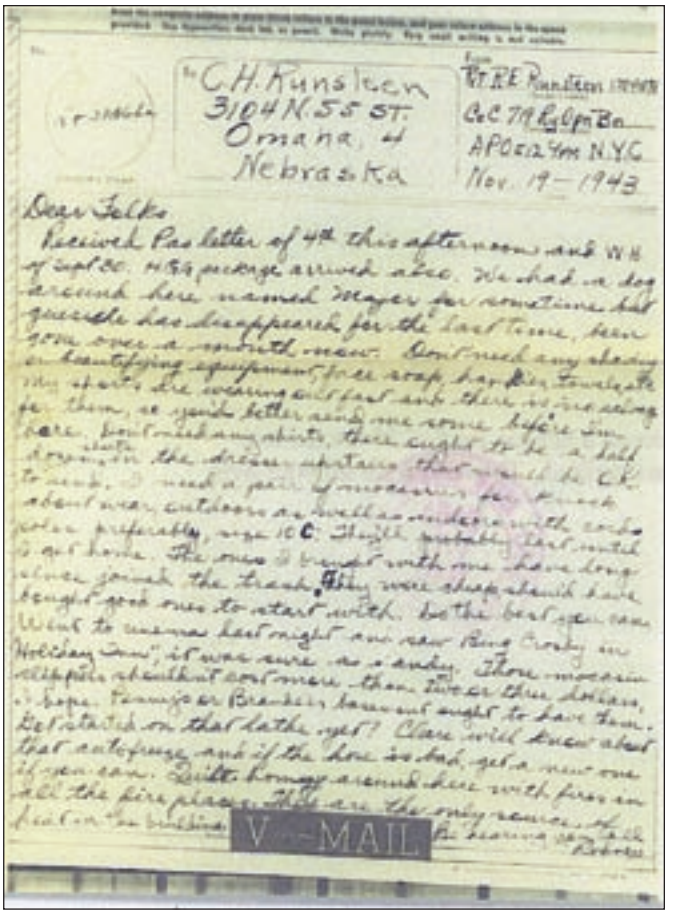




Airgraph: Letter and envelope. Postmark date Dec. 23, 1943.

FLESHING OUT THE STORY

Let's digress and flesh out the story a bit. Several years back I attended a Postcard show searching for a specific subject of interest and as happens most times a search leads to new findings on a totally different topic. In this case it was the British Airgraph/ American V-mail. Now by chance a short while before going to the show I was lent a book, *Men Behind Victory* by Donald Stokes. I was lent the book by a war veteran who, knowing I didn't know





V-mail: Letter, cancel on back of letter, and envelope. Postmark date Dec. 2, 1943.

much about either World Wars, decided the book was a good place for me to start. The book deals with World War II issues. Each chapter involves different circumstances and how these were dealt with and/or resolved. Now by chance, one of the chapters dealt with a psychological enemy of war – loneliness. Men stationed away from their families in the Middle East with irregular correspondence and a delivery schedule averaging a turnaround time of five months found that isolation from family resulted in loneliness, a psychological hazard of war very difficult to deal with, as was the case with their families back at home.

LONG TURNAROUND TIME

Turnaround time means a letter written by a family member and sent took five months to be received by the soldier. A letter written by a soldier then sent took another five months to be received by the family member. The British Director of Postal Services sought to resolve this issue by 'phoning a business man in the City of London. That was back in 1940 and by 1941 the Airgraph was born and millions of people, both British troops and their families, began to receive mail on a regular two-week schedule. The business man was the managing director of Kodak Ltd. The scheme was initially carried out between London and Cairo. In setting up the scheme one of the worst problems to be faced was Cairo's climate which is difficult on photographic film which at that time was highly susceptible to ruin.

AIRGRAPHS AND HOW THEY SAVE TIME AND MONEY

An Airgraph is an original letter photographed onto microfilm transported by sea (at that time airmail also included going by sea to certain destinations) and landing at its final destination. It then got reproduced and sent on to the addressee. The chief anxiety of the originators of the scheme was the quality of reproduction of the original message. The schedule was that the Airgraphs would arrive in Britain on Tuesday and be sent off to their destinations by Friday. The first airgraphs totalled approximately 50,000; the next 80,000 weighed 20 pounds. If this number had consisted of the original letters, the total weight would have been approximately one and a half tons.

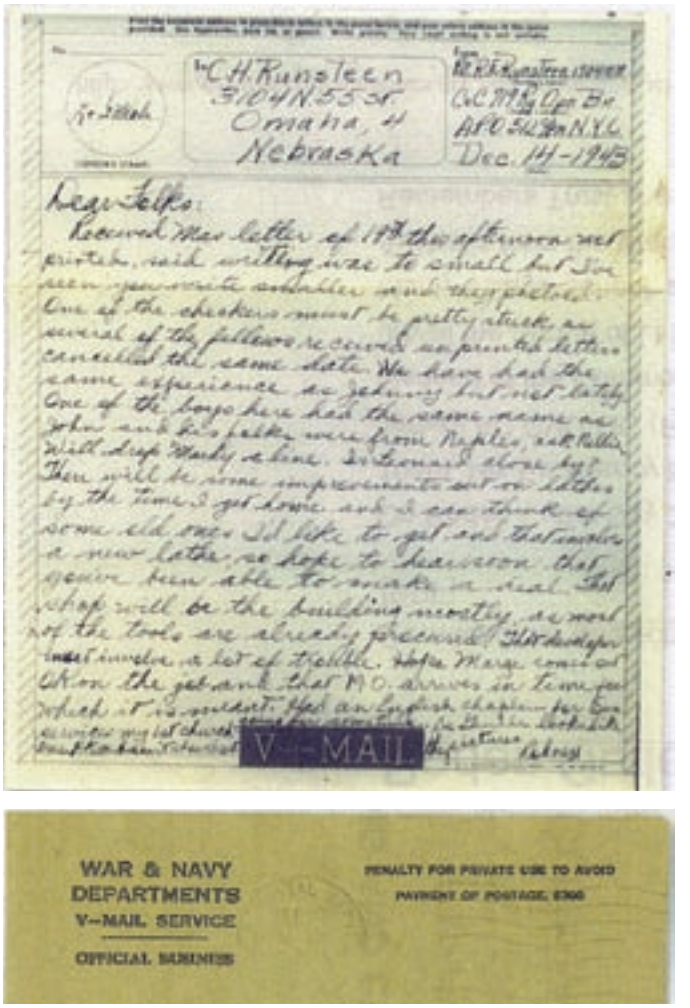
One month after opening the outward service, it was estimated that 800,000 airgraphs had been sent out of the country to the Middle East with the same number sent back. By the beginning of the next year the number of airgraphs continued to increase with more being sent by the troops to their families than the reverse.

POST OFFICE WAS SURPRISED

This amazed the Post Office as they expected the family members of an individual family to write to the fighting man more than the reverse.

THE AIRGRAPH AND THE AMERICANS

The Airgraph measured five by four inches. The United States had its own photo-letter service called V-mail. Both the British and the American Services meshed to extend the services to nearly all Allied troops. An incident of a plane crash with Airgraph film on board is related in the book. In the event of a plane crash, the airgraphs would still be delivered. The Post Office would look up the numbers of the microfilm, rephotograph the letters and send the film out again. Once the Airgraphs/Photo letters were delivered to the addressee, the original letters were destroyed.



V-mail: Letter and envelope. Postmark date 1943.

THE OUTCOME OF THE POSTCARD SHOW

The outcome of the Postcard Show was the purchase of two V-mail and one Airgraph. The two V-mails are from the same serviceman. I now know the value of buying serial letters written by the same individual and wished that I had bought all the V-mail letters there that were for sale from this individual. These letters are reproduced here for your viewing pleasure and I hope you enjoy and appreciate them as much as I do.

POSTMARKS

From family to soldier: "To Anyone Anywhere" or "Somewhere On Time".
From soldier to family, "Thank-you".

SOURCES

Men Behind Victory by Donald Stokes

Canada Post – Thank-you for Your Postmarks and your Postmark ideas.

Acknowledgements: Gw+Rw – Teamwork

Via Siberia – Canadian Mail and the Trans-Siberian Railway

By Brian Plain



A Russian postcard showing the Trans-Siberian at Irkutsk



EUROPE VIA SIBERIA.

SUBJECT TO CHANGE WITHOUT NOTICE.

FROM SHANGHAI VIA DAIREN.

FROM JAPAN via SHIMONOSEKI and KOREA.

FROM JAPAN via TSURUGA and VLADIVOSTOCK.

NORD EXPRESS WEEKLY.

MOSCOW - LONDON (48 hours.)

DAILY SERVICE.

MOSCOW - LONDON (48 hours.)

Via Warsaw, Berlin, Flushing or Hook of Holland.

THOS. COOK & SON,

HEAD OFFICE. (China & Japan.)

HONGKONG — SHANGHAI — JAPAN

Figure 1: A railway schedule published by Thos. Cook & Son, circa 1913

The Trans-Siberian Railway (TSR) is the World's longest rail line, stretching eastward from Moscow for nearly 10,000 kilometers. Officially, construction began in 1892 after a formal inauguration of the project by the Tsarevich Nicholas in Vladivostok, on the order of his father Tsar Alexander III. Opened for commercial traffic and mail in 1902, this railway linked European Russia to its Eastern territory as well as China, Manchuria, Japan and other countries of the Far East and Central Asia. Although its main line spans Siberia from the Ural Mountains to the Pacific port of Vladivostok, it services these other destinations through a complex system of connecting rail lines and ship routes.

The opening of the Trans-Siberian route accelerated the transmission of European mail to and from the Far East. Mail from North China forwarded by this route could reach Great Britain in less than 28 days, whereas transmission of letters via Brindisi or Vancouver usually required from 36 to 40 days. This saving of at least a week was of great importance to commercial concerns. Letters marked "Via Siberia" were forwarded by the Russian route; all others were dispatched by sea. Letters mailed in Russia did not require this endorsement and traveled the TSR as a matter of course. Mail to and from Western Europe was collected in major cities and forwarded to Moscow via various gateway cities whereas the eastern terminals of the TSR — Vladivostok, Dalny and Port Arthur — were ports

of call of steamship companies whose boat schedules were arranged to connect with the trains. The railway schedule shown below (Figure 1) lists the routes and steamship connections and provides a list of intermediate stops.

Canada's postal connection to the TSR begins just prior to WW1 when the Post Office Department authorized the sending of specially endorsed mail via the Trans-Siberian Railway. Until 1912, the Canada Postal Guides directed all mail from Canada to China to Pacific Ports. Subsequent Guides state that: Specially marked letters and postcards only may be dispatched via England and Siberia. The last such notice appears in Heaton's Annual (1915) which provides postal information current to August 1st 1914.

Figure 2 shows a cover from Ontario that traveled the Siberian route in 1913, and Figure 3, a cover from 1914, illustrates the routing in reverse. I have an item similar to Figure 2 that is unendorsed. It was sent via the Pacific port of Vancouver and demonstrates little difference in transit time between the two routes. This was likely the reason for the lack of any repeat authorization by postal authorities after World War 1.



Figure 2: This cover was mailed at Salford, Ontario on September 23, 1913 and is correctly paid at the U.P.U. rate of 5¢. Addressed to China, it was endorsed Via Siberia. It traveled via London and Moscow and across Siberia reaching Hankow on October 29 and Iching November 1. It was then placed on a boat and traveled up the Yangtze River to its destination. The total travel time is somewhat in excess of 39 days, similar to the time that would have been taken via the Pacific route.



Figure 3: Traveling in the opposite direction to the above, this cover, endorsed via Siberia, and mailed at Chentu on December 8 1913, transited Peking on December 26, 1913 and Paris on January 9, 1914. There is no receiver's mark.

From the outbreak of WW1 until Russia's withdrawal from the conflict in 1917, the TSR continued to provide a land connection between Asia and British and Russian allies in Western Europe. On April 15, 1915 Canada imposed a 1-cent War Tax on mail to North American, Mexican, and British Empire destinations. It did not apply to mail to other foreign countries. Figure 4 shows a cover mailed after the outbreak of the war that confirms the integrity of the TSR for international mail transmission.



Figure 4: This cover, addressed to Tokyo, was mailed at Toronto on July 1, 1915. It was overpaid by 1 cent as the sender was unaware that War Tax was not required. Endorsed Via Siberia, it traveled via England to Moscow where it was placed on the Trans-Siberian Railway. Its probable route was through Harbin, Mukden and Dalny and then to Shimonoseki by ship. It arrived in Tokyo August 10, 1915, (4.8.10 Taisho) and a Japanese address label was applied to facilitate delivery. The total transit time was 41 days.

Trans-Pacific shipping would have reduced the travel time to 21 days; however in 1915 there were only four sailings to Japan from Canada's west coast, with none between June 2 and August 8.

As the Great War progressed and Germany increased its submarine war against Allied shipping, transmission of mail via the Atlantic route became more uncertain. The TSR remained open, as did the Pacific sea lanes, and the Canadian Pacific Steamship Company (CPSS) continued to ply this route. Beginning in 1916, and continuing into late 1917, a considerable amount of mail was carried to Russia through Vancouver and Victoria. Arriving in Yokohama Japan, Russian mail was trans-shipped by boat to Vladivostok. The mail was then carried by the TSR westward to its destination. The card shown in Figure 5 is an example of mail that traveled this route.



Figure 5: This postcard was mailed at Vancouver on May 20, 1917. Addressed to Moscow, and endorsed Russia via Pacific, it traveled to Yokohama on the *S.S. Monteagle*, which left Vancouver on May 29, 1917. Traveling in a closed bag, it arrived in St. Petersburg on July 12, 1917 [July 25 Julian date] where it was censored before being sent onward to Moscow on July 28 [August 9]. Assuming same-day arrival in Moscow, the total trip from Vancouver took 73 days.



Figure 6: This unendorsed cover was mailed at Victoria on January 3, 1943. Sent to a Canadian soldier taken prisoner at Hong Kong, it is endorsed POSTAGE FREE/PRISONER OF WAR, and was sent c/o the Japanese Red Cross at Tokyo. It was censored in Ottawa (DB/608) and then bundled and flown to England. From England it is reported that mail was flown to Tehran and transported from there to Moscow by train to be shipped via the Trans-Siberian Railway to Vladivostok. From there it was carried by boat to Japan. The Japanese Red Cross was less than efficient, and often held mail for long periods. Docketing on the reverse indicates the letter was received on March 23, 1944. Its total transit time was 444 days!

Although previous research has suggested that the TSR closed to all international mail before the end of 1917, a recently acquired cover from Peking to Great Britain bearing a Mukden transit marking confirms that the railway remained open until at least late March 1918. Mailed on March 19, 1918, the cover arrived at Bexhill-on-Sea on April 4, 1918 after a trip of 16 days – too short to have traveled by any other means. Another cover, sent from Manchester, Connecticut, to Petrograd and endorsed For Dispatch Via the Pacific on April 29, 1918 was returned to its sender with an attached label indicating that service had been suspended. It bears a marking on the reverse indicating that the cover made it as far as Mukden, which was under the control of the Japanese who maintained control of the lower part of the Chinese Eastern / Manchurian section of the railway.

The railway did not reopen to international mail until September 2, 1923, but the Canada Postal Guides of the era no longer authorized the Siberian route for mail to China. As before, such mail was directed to the Pacific ports for transmission by ship. One might imagine that this brought to a close the Canadian connection with the TSR, but such was not the case. The outbreak of WW2 once again disrupted international mails globally, but as distinct from the situation in WW1, the railway continued to operate, although in a much-modified fashion dictated by the exigencies of the military situation at the time.

On December 7, 1941, Japan attacked the U.S. Pacific Fleet at Pearl Harbor, Hawaii, and America declared war initiating a new phase of the conflict. In the following weeks Japan invaded many of the Pacific Islands as well as Hong Kong, Singapore and the Philippines. Now allied with Germany and the Axis, Japan effectively closed the Pacific sea routes, with the result that mail service to Asia and Russia from the East was compromised. During the invasions Canadian and British servicemen were captured by the Japanese, and in the fol-

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Figure 7: This cover was mailed in Moscow on February 20, 1945. There, it was opened, censored and resealed. It traveled across Siberia by rail and across the Pacific to a US port on a Lend-Lease vessel. It was then sent to Vancouver where it was censored (DB/252) before being forwarded to Montreal.



Figure 8: Addressed to Truro, Nova Scotia and canceled with an indistinct Russian RPO, one rail point of which is Vladivostok and the other likely Manchouli. It reads:

En Route
Trans-Siberian Express
May 24th 1914

We are now in Siberia. The trip is getting rather monotonous. It was rather pretty coming through the Urals but is now very flat and dreary. Suppose you will be home by the time this arrives. This is the way the Russians drive about.

Harry

lowing months many were dispersed throughout the enlarged Japanese Empire as well as the occupied territories. Limited mail service was provided to Allied POW's through a unique combination of routes, one of which utilized the TSR. Figure 6 illustrates this route.

On 11 March 1941, President Roosevelt signed the Lend-Lease Bill into law. It permitted him to "sell, transfer title to, exchange, lease, lend, or otherwise dispose of, to any such government [whose defense the President deems vital to the defense of the United States] any defense article". In April, this policy was extended to China and in October to the Soviet Union.

Goods were moved from US west coast ports, principally Los Angeles, San Francisco and Seattle, and traveled via the Great Circle Route across the Pacific. Skirting the Aleutians and the Kuriles they passed via the Perouse strait to Vladivostok. From there the goods were shipped west on the TSR. This route saw a steady stream of goods, including mail, moved between the west coast of the United States and the Soviet Union. The route closed in September 1945 with the end of the conflict and the cessation of the Lend-Lease scheme.

Figure 7 illustrates one of three covers to Canada confirmed as having traveled this route.

The end of WW2 did not bring the carrying of mail via the TSR to a halt, but rapidly expanding international airmail services made the rail route less attractive as a way to communicate across the long distances between East and West. Although I have seen the occasional endorsement for the TSR on post-war mail, I have not seen any mail so endorsed to or from Canada. As a footnote to this article, one traveler's impressions of the trip may be of interest. Figure 8 shows a postcard mailed En Route in 1914.

(The card illustrates a Russian troika standing in front of a large dacha)

This article is based on a privately published monograph by the author on the postal history of the Trans-Siberian Railway: Via SIBERIA, An illustrated monograph on the postal history of Russia's great railway across Siberia, 1902 – 1945. General references on the topic include:

a) **Dmitriev-Mámonev and Zdziárski; *Guide to the Great Siberian Railway (1900)*; Published by David and Charles Reprints, Newton Abbot Devon, 1971**

b) **Tupper, Harmon; *To The Great Ocean, The Taming of Siberia and the Building of The Trans-Siberian Railway*; Little, Brown and Company; Boston and Toronto,, 1965**

c) **Newby, Eric; *The Big Red Train, A Ride on the Trans-Siberian Railway*; Penguin Book, 1978**

SOUTH PACIFIC ISLANDS STAMPS

First and Second Pictorial Issues

By Joseph Monteiro

INTRODUCTION

The stamps of South Pacific Islands have a special appeal to collectors. These islands seem to have a magic of their own though at one time some of them were used to establish penal colonies. Most of these penal colonies have since been shut down and today these islands are a paradise for tourists, a lost jewel in the vast Pacific Ocean with extraordinary climates and enticing, fun-filled activities. Their stamps display many of these scenic wonders, which have proved a big hit among collectors, especially thematic devotees.

In this series of articles, the first and second Pictorial stamps of Nauru, Niue and Norfolk Islands will be reviewed. Through the design on some of these stamps, philatelists should get a better appreciation of what life was like on these islands more than half a century ago. I begin with a brief description of the historical background of these countries to enable collectors to better understand what transpired before the described stamps were issued so that they can go back if they so desire to collect stamps from an earlier period.

HISTORICAL BACKGROUND

Nauru is an island in Micronesia in the South Pacific Ocean. Its area is 2,200 hectares. Its nearest neighbour is Banaba Island in Kiribati, 300 kilometres (186 miles) to the east. It was discovered by Captain John Fearn of the British ship *Hunter* in 1798 and named Pleasant Island. The first post office on the island opened in 1905 and before that year it used stamps of Germany until 1897 and thereafter the stamps of the Marshall Islands until 1914. From 1914 to 1916 Australian stamps overprinted North West Pacific Islands (N.W. Pacific Islands) were used. The British government then took control of the Island and British stamps overprinted "NAURU" were issued in October 1916. From 1924 on stamps printed in Australia were used. On January 31, 1968, Nauru received full independence and became the Republic of Nauru.

Niue, also in the South Pacific, is commonly known as the "Rock of Polynesia", and inhabitants of the island call it "the Rock" for short. Niue is 2,400 kilometers (1,500 miles) northeast of New Zealand in a triangle between Tonga to the southwest, Samoa to the northwest and the Cook Islands to the southeast. The land area is 260 square kilometers (100 square miles) with about 1,400 people who are predominantly Polynesian. In 1774, Captain James Cook spotted the island but was refused landing and referred to the island as Savage Island. The first stamp used in Niue was the 1 penny New Zealand Allegory of Commerce definitive stamp with an overprint NIUE handstamp in green issued on January 4, 1902. It was only in 1920 that stamps with its name printed on them were issued. This was the first Heritage Pictorial issue of August 23, 1920 printed at the Government Printing Office in Wellington, N.Z.

Norfolk is an island located in the Pacific Ocean east of New South Wales, Australia. Its area is 3,367 hectares. It was also discovered by Captain Cook in 1774. Initially, it was used as a penal colony but in 1913 it became a territory under the Authority of the Commonwealth of Australia. In 1832, a post office was opened on Norfolk Island and in 1840, a civil postmaster was appointed and the first hand stamps were provided. These were two-line marks reading 'Free/Norfolk Island' for official mail and 'Paid at/Norfolk Island' for general correspondence. The first stamps used from Norfolk Island were those of Tasmania from July 1854 to May 1855 and the numeral cancellation 72 was allocated for this purpose as the mail was routed via Van Diemans Land (Tasmania). In 1877 stamps of NSW were used. From 1913 until 1947 stamps of Australia were used and in 1947, stamps with the name NORFOLK ISLAND were issued for the first time.

FIRST DEFINITIVE PICTORIAL ISSUES

Nauru: Scenes (1954) Scott 39-47; SG 48-56: The first pictorial definitive set issued on February 6, 1954 consisted of nine values. The stamps show scenes of Nauru and the values range from 1/2d (i.e. pence) to 5 shillings. The colours of these stamps are as follows: 1/2d violet, 1d green, 31/2d red, 4d blue, 6d orange, 9d claret, 1s purple, 2s6d green and 5s magneta. The stamps were perforated with a 14 x 14 gauge. The size of the vertical stamps are 27.5mm x 30 mm (vertical x horizontal) and the size of the horizontal stamps are 30 mm x 27.5mm (horizontal x vertical). The stamps were printed using the engraving printing process with the inscription at the bottom left corner. It states 'PRINTED BY THE AUTHORITY OF THE GOVERNMENT OF THE COMMONWEALTH OF AUSTRALIA`.In other words, they were printed by the government printing office in Melbourne, Australia, according to one source.

The stamps show the following designs: 1/2d a Nauruan netting fish; 1d Anibare Bay; 31/2d Loading phosphate from cantilever; 4d Frigate bird; 6d a Nauruan canoe; 9d Domaneab meeting place of the people, 1s ñ Coconut trees on a Bay, 2s6d ñ Buadalagoon and 5s Map of Nauru or Pleasant Island. On the top centre of each stamp is the name of country with the value and POSTAGE, in fine print, shown in various corners of the stamp. The stamps also contain the description given above, except the 1s which shows no description.



Niue: Colonial Heritage (1950) Scott 94-103; SG 113-122: The first pictorial definitive set issued on July 3, 1950 consisted of ten values. The stamps show various scenes of Niue and the denominations of the stamps range from 1/2d to 3s. The colour of these stamps are as follows:1/2d red orange and blue; 1d green and brown; 2d rose carmine and black; 3d blue violet and violet; 4d brown violet and olive green; 6d brown orange and blue green; 9d dark brown and orange brown; 1s black and violet; 2s deep green and orange brown; and 3s black and deep blue. The stamps were printed on white wove paper with the watermark ëMultiple NZ and Starí. The vertical stamps were perforated by a 14 x 13.5 gauge and the horizontal stamps were perforated by a 13.5 x 14 gauge. The size of the stamps is 27.5mm x 24mm (horizontal) and 24mm x 27.5mm (vertical). The stamps were printed by `BRADBURY, WILKINSON & C, LD., NEW MALDEN, SURREY, ENGLAND, using the engraving printing process.

The designs on the stamps show the following views: 1/2d Map of Niue Colony; 1d *H.M.S. Resolution*, 2d Alofi Landing; 3d Thatched dwelling; 4d Arch at Hikutavake; 6d View of Alofi Bay; 9d Native fisherman; 1s Cave and Makefu; 2s Banana harvest; and 3s View of Matapa Chasm. The name of the country 'NIUE' appears at the top centre of the stamp or at the top left of the stamp. The value appears once on the 1/2d, 3d, 9d, 1s, 2s and 3s and twice on the 1d, 2d, 4d and 6d. In addition, the words POSTAGE REVENUE appear on the 1d, 3d, 6d, 2s and 3s; POSTAGE AND REVENUE appear on the 2d, 4d and 1s; and POSTAGE & REVENUE appear on the 1/2d and 9d. A crown appears on the 1/2d, 2d and 1s. Some of the stamps have the view, asdescribed above, inscribed on the stamp.

Norfolk Island: Ball Bay (1947) Scott 1-12; SG 1-12: The first pictorial definitive set issued on January 10, 1947 consisted of 12 values. There are, however, 18 stamps, four of which were printed on different types of paper and two have different colours. The stamps show the same picture of Ball Bay and the values range from 1/2d to 2s. The colours of these stamps are as follows: 1/2d \orange, 1d ñ violet, 11/2d green, 2d ñ violet, 21/2d ñ red, 3d ñ brown, 4d ñ claret, 51/2d ñ slate, 6d ñ brown, 9d ñ magneta, 1s ñ green and 2s ñ brown. These stamps were printed on ordinary paper that appear yellowor with other tinges of colour. The 1/2d, 1d, 11/2d and 2d values were also printed onwhite paper and the 3d and 2s were also printed in colours of green and blue, respectively. These last two stamps were released on July 6, 1959. The stamps were perforated with a 14 x 14 gauge. It is worthwhile noting that initially the stamps were perforated with a 11 x 11 gauge but were never released; however some sheets were stolen and appeared on the philatelic market. The size of the stamps is 39mm x 25mm (horizontal x vertical). The stamps were printed using the engraving printing process in panes of forty stamps per pane (8 rows and 5 columns) with the inscription at the bottom left corner. It states ëPRINTED BY THE AUTHORITY OF THE GOVERNMENT OF THE COMMONWEALTH OF AUSTRALIA`. Inscribed blocks have different size selvedges and colour shades of stamps exist.





The design of the stamps by Frank Davies Manley, a prolific designer of Australian stamps, shows a picturesque view of Ball Bay with two Christmas trees on either end. In the centre of the stamp is a hill with smaller trees and in the background is the Bay. The value of the stamp is printed in the top left corner. The name of the country ëNORFOLK ISLANDí is printed at the bottom and the word ëPOSTAGEí appears in smaller print at the top centre of the stamp. Just above the name of the country in very tiny print are the words ëFOUNDED 1788í.

SECOND PICTORIAL ISSUE

Nauru: Birds and Flowers (1963-5) Scott 49-56; SG 57-64. The second pictorial definitive set issued on four separate dates, April 22, 1963, July 1, 1963, April 16, 1964 and May 3, 1965, consist of eight values. The stamps show birds and flowers and the values range from 2d to 3s3d. The colours of these stamps are 2d beige and multicolours, 3d red, white and black, 5d violet, white, black and yellow, 8d black and green, 10d black, 1s3d green and white, 2s3d blue and 3s3d brown, blue and yellow. The stamps were perforated as follows: 2d, 3d, 1/3 and 3/3, 13.5 x 13.5; 5d 13.5 x 13; 8d, 13 x 13.5; 10d, 14 x 13.5; and 2s3d, 14.5 x 14.5. The size of the 2d is 25mm x 37.5mm; the size of the 3d, 8d, 2s3d and 3s3d is 30mm x 25mm; and the size of the 5d and 10d is 25mm x 30mm. The stamps were printed using photogravure except for the 10d and 2s3d values which were printed using the engraving printing process.

The stamps show the following designs: 2d, Micronesian Pigeon; 3d; Poison nut; 5d, Tomano flower, (Calophyllum), 8d Black and lizard, 10d Capparis (Ekabobwiya), 1s3d White tern, 2s3d Coral Pinnacles and 3s3d Reed warbler. The country NAURU with the value are shown in various positions on the stamp.

Niue: Colonial Heritage Surcharged (1967) Scott 106-115; SG 125-134. The second pictorial definitive set issued on July 10, 1967 consisted of ten values. The design of the stamps are the same as the 1950 pictorials with scenes of Niue with the new decimal currency. The stamps range in value from 1/2 cent to 30 cents and the colours of these stamps are as follows: 1/2 cent red orange and blue; 1c green and brown; 2c rose carmine and black; 21/2c blue violet and violet; 3c brown violet and olive green; 5c brown orange and blue green; 8c dark brown and orange brown; 10c black and violet; 20c deep green and orange brown; and 30c black and deep blue. The stamps were printed on white wove paper with Multiple NZ and Star watermark. The vertical stamps were printed by a 14 x 13.5 gauge and the horizontal stamps were perforated by a 13.5 x 14 gauge. The size of the stamps is 27.5mm x 24mm (horizontal) 24mm x 27.5mm (vertical). The stamps were printed by ëBRADBURY, WILKINSON & C L NEW MALDEN, SURREY, ENGLAND,íusing the engraving printing process.

The stamps show the following designs: 1/2c Map of Niue Colony; 1c *H.M.S. Resolution*, 2c Alofi Landing; 21/2c Thatched dwelling; 3c Arch at Hikutavake; 5c View of Alofi Bay; 8c Native fisherman; 10c Cave and Makefu; 20c Banana harvest; and 30c View of Matapa Chasm. NIUE appears at the top centre or at the top left of the stamp. The new value is surcharged once in black. In the place of the old values, a black circular surcharge is placed on them. One circular surcharge if the value appears once on the stamp and two circular surcharges if the value ap-

pears twice. In addition, the words POSTAGE REVENUE appear on the 1d, 3d, 6d, 2s and 3s; POSTAGE AND REVENUE appear on the 2d, 4d and 1s; and POSTAGE & REVENUE appear on the 1/2d and 9d. A crown appears on the 1/2d, 2d and 1s. Some of the stamps have the view, described above, inscribed on the stamp.

Norfolk Island: Island Views (1953) Scott 13-18; SG 13-18. The second pictorial definitive set issued on January 10, 1953 consisted of six values. The stamps show various historic construction sites and the values range from 31/2d to 5s. The colours of these stamps are 31/2d lake, 61/2d green, 71/2d blue, 81/2d brown, 10d violet and 5s brown. The stamps were perforated with a 14 x 15 gauge (vertical stamps) and 15 x 14 gauge (horizontal stamps). The size of the vertical stamps is 28.5mm x 23.5 mm (horizontal x vertical) and the size of the horizontal stamps is 23.5mm x 28.5 mm (vertical x horizontal). The stamps were printed using the engraving printing process with the inscription at the bottom left corner. It states ëPRINTED BY THE AUTHORITY OF THE GOVERNMENT OF THE COMMONWEALTH OF AUSTRALIAí. The stamps with the following values were later surcharged as follows: 71/2d and 81/2d in 1958 and 31/2d, 61/2d and 71/2d in 1960. The first two were surcharged 7d and 8d and the other three were surcharged 1/1, 2/5 and 2/8. The initial values were overprinted with horizontal lines to hide the value except for the 61/2d where 2/5 was printed on the initial value.

The stamps show the following designs: 31/2d Warder`s Tower, 61/2d Airfield, 71/2d First Governor`s Residence, 81/2d Barracks Entrance, 10d Salt House and 5s Bloody Bridge. The design on the stamps conceal some colourful history behind it. The 31/2d depicts Warder`s Tower surrounded by a compound perimeter wall. From the tower, the warden could view the convicts within. The 61/2d shows the only Airfield in Norfolk Island, in Burnt Pine believed to have been built about 1942 as a military aerodrome. The 71/2d shows the ruins of the First Governor`s Residence house built around about 1803-4 at Parramatta. It was large and spacious containing the state rooms, a kitchen and a cellar. The 81/2d Barrack`s Entrance built in the 1835 shows the entrance to a three-storey barracks where several hundred prisoners were housed. The arched gateway was flanked by two smaller gateways and possessed strong wooden doors. The 10d salt house shows the chimney of Salt house where the original penal colony collected salt by boiling water. The 5s Bloody Bridge was so named because an overseer or warder was killed by convicts building the bridge and walled in the bridge to hide the body. In addition to the historic designs, each of the stamps has the name of the country, value and postage on the stamp in various positions.

CONCLUSION

The stamps of Nauru, Niue and Norfolk Islands are extremely popular among philatelists as the designs and colours of these stamps are quite interesting. Besides their natural appeal, there are several reasons why collecting stamps of these countries is enjoyable. First, the initial stamps with the name of the country on them date back to the start of the 20th century or to the mid-20th century in one case, making them easy to collect. Second, the stamps of these countries are not too difficult to study or analyze. Third, they are not very expensive in comparison to some other countries. Fourth, the stamp designs are quite picturesque, making them very attractive and appealing. Finally, stamps are an excellent way to teach us about the history of various parts of the world. ✉



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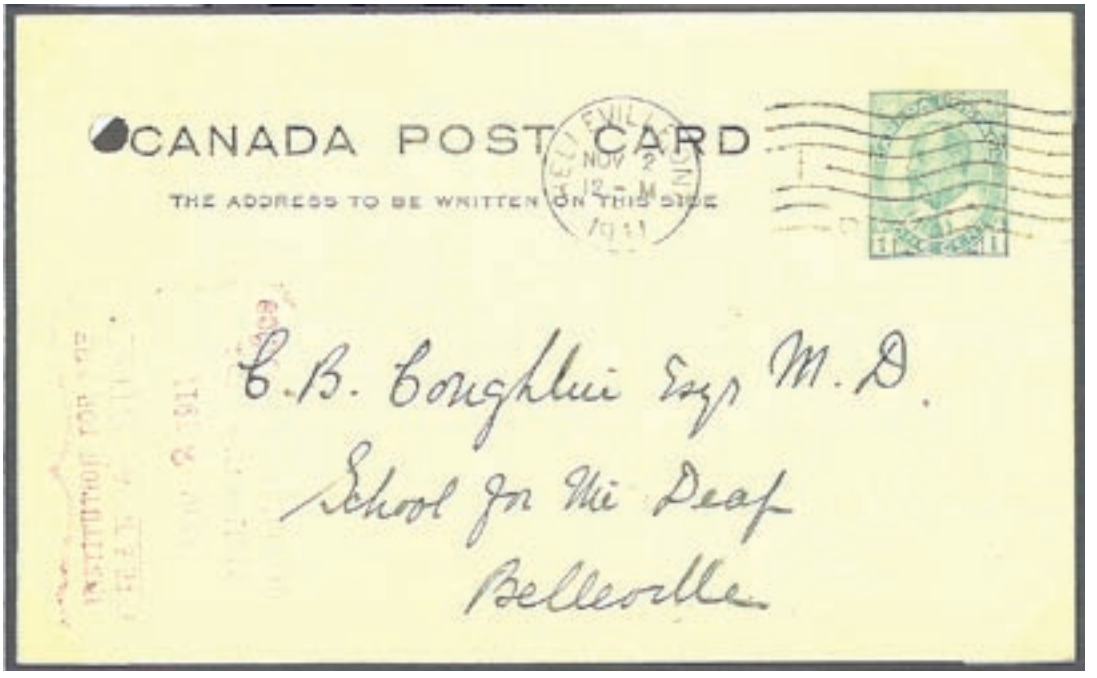
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Transcribing Sounds

by Michael Madesker, RDP, FRPSC

SIGN LANGUAGE

Educational Institutions - Facilities VI



Postcard to Dr. C.B. Coughlin, the third Superintendent of the Institution for the Deaf & Dumb, Belleville, Ontario is hand stamped November 2, 1911. The Superintendent's Office receiving stamp also on the obverse side of the card is dated the same day is the posting date.



December 15, 1921 postcard to Dr. Coughlin shows no receiving hand stamp. A stacking nail mark shows on the right side of the card.

by "Napoleon"

SAAR 1927 75 CENTIME

The first 14 stamps of the second set of pictorials were issued in December 1926 and January 1927. The 14 included a 75-centime blackish-violet brown stamp that had numerous printing defects. This varieties piece will illustrate three of the flaws listed in the Michel Saar-Spezial-Katalog 2002. All three have the same catalogue prices, 20 euros mint-hinged (MH) or used and 45 euros mint-never-hinged (MNH).

One variety is a coloured horizontal line over the pentagon in the lower left corner, as shown in a detailed view. The second flaw is a white fleck in the second four-sided ornament from the top in the right border. The full stamp image is of a stamp with the variety, but it also has white circles to mark the locations of the other two flaws mentioned in this piece. The third variety is a break in the upper left outer frame line, shown in an enlargement.



Three white circles marking locations of all three varieties.

The third variety, the break in the upper left outer frame line, also is listed on both the 320 and the later 240 DIENSTMARKE overprints for official use. The prices for the 320 overprint are 30 euros (MH), 75 euros (MNH), and 35 euros (used). For the 240 overprint, the catalogue gives prices of 20 euros (MH), 50 euros (MNH), and 40 euros (used). ✉



Frame break at upper left.



Streak at lower left pentagon.



White spots in right border.

As usual, colour images are available to those who e-mail me with requests (napoleon3rd@sbcglobal.net).

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PRESIDENT'S page



la page du PRÉSIDENT

RPSC news *by / par George Pepall, FRPSC* **nouvelles SRPC**

We were pleased to have our new Executive Manager, Rob Timberg, as a team member of the Executive Committee as of March 1st, 2013. You can see how active he's been in his report to the members at the AGM. I've personally appreciated his steady attention to detail, his knowledge of procedure and his reminders of matters that need attention.

Our executive held its usual four bimonthly meetings, all at the VGG offices in Toronto this year. Thanks to the VGG, as always, for their ongoing support and help in this and other ways. These meetings allow us to make changes, plan upcoming events and tackle issues that come at us on a steady basis.

We've developed a closer connection with the Fédération Québecoise de Philatélie as we work to recruit members for both the Fédération and The RPSC through one application process. There have been difficulties in the administration side of the process, but we will pursue this mutually beneficial goal.

My visit in September to Boucherville, PQ, across the St. Lawrence from Montreal, as guest of Jean Lafontaine, FRPSC, coordinator of Royale 2017, allowed me to see firsthand the fine facilities there that we can anticipate for that convention. We should try to get behind their bid to have a stamp issued to commemorate Pierre Boucher, founder of their city. Please contact new director Jean on how to help.

We now have two handsome bilingual vertical banners that bring attention through a classic Canadian stamp to The RPSC and its events. Any chapter in Canada is most welcome to borrow a banner for a show or special event. We also have bookmarks, and bilingual cards showing the benefits of Society membership. Please contact the National Office to make a request.

I suggested the concept of Youth Collector Ambassador to Yvan Latulippe (Montreal) and Wuchow Than (Hamilton) at a meeting we had at the St. Catharines show in January, and I'm planning to promote it through the new board as well, in Halifax. A Youth Ambassador is someone who keeps a supply of stamps, tongs, hinges and stock

Nous nous sommes réjouis que notre nouveau directeur administratif, Rob Timberg, se joigne à l'équipe du Comité de direction le 1er mars 2013. Vous pouvez constater à quel point il a été actif en lisant le rapport qu'il a produit pour les membres à l'assemblée générale annuelle. Personnellement, j'ai apprécié l'attention qu'il accorde constamment aux détails, sa connaissance des procédures et ses rappels des questions qui doivent être portées à notre attention.

Cette année, les membres de la direction ont tenu leurs quatre réunions bimestrielles aux bureaux de la Fondation Vincent Graves Greene (VGG) de Toronto. Nous remercions encore une fois la VGG de l'aide et du soutien continu qu'elle nous accorde de cette façon et de bien d'autres. Ces réunions nous donnent l'occasion de faire des changements, de planifier les activités à venir et d'aborder les sujets qui font régulièrement surface.

Nous avons noué des liens plus étroits avec la Fédération québécoise de philatélie grâce aux efforts que nous faisons en vue de recruter des membres pour la Fédération et La Société royale de philatélie du Canada (SRPC) au moyen d'un seul formulaire d'inscription. Nous avons éprouvé quelques difficultés d'ordre administratif, mais nous continuerons à poursuivre ce but mutuellement avantageux.

La visite que j'ai faite à Boucherville, P. Q., sur la rive sud du Saint-Laurent, en face de Montréal, à l'invitation de Jean Lafontaine, FSRPC, coordonnateur de Royale 2017, m'a permis de voir de près les belles installations qui abriteront notre congrès. Nous devrions appuyer la proposition d'émission d'un timbre à la mémoire de Pierre Boucher, le fondateur de la ville. Si vous voulez savoir comment vous pourriez aider, veuillez prendre contact avec le nouveau directeur, Jean.

Nous avons maintenant deux magnifiques bannières bilingues qui attirent l'attention sur La SRPC et ses activités par le truchement d'un timbre canadien classique. Nous invitons toutes les sections de club a emprunter une bannière pour leurs expositions ou activités spéciales. Nous avons aussi des signets et des cartes bilingues qui décrivent les avantages de l'adhésion à La Société. Veuillez prendre contact avec le Bureau national pour faire une demande.

J'ai suggéré le concept d'ambassadeur de la philatélie jeunesse à Yvan Latulippe (Montréal) et à Wuchow Than (Hamilton) lors d'une réunion que nous avons tenue dans le cadre d'une exposition à St Catharines en janvier et je prévois aussi faire la promotion de ce concept par l'entremise de notre nouveau conseil d'administration à Halifax. Un ambassadeur

sheets and makes these available in his/her region proactively: in schools, at stamp shows, in chapters and at youth events and meetings of all kinds. Funding for the materials will be made available through the RPSC Foundation, whose historical mandate is youth philately. The funds donated to Stakeholders in Philately (SIP),which were always earmarked for development of young and new collectors, have now been transferred to the Foundation.

We're blessed this year to have broader coverage by directors of Canada's many regions than ever before in my time as a director. I challenge all directors, holdover or new, to go all-out this year on doing the following: solicit philatelic articles for TCP; visit and speak to chapters in your region of the country; identify and support Youth Philately Ambassadors. Any assistance in these respects from members-at-large would also be greatly appreciated.

In this issue of The Canadian Philatelist you will see a formal notice of a required Special Members Meeting to approve compliance with revisions to the Canada Not-For-Profit Corporations Act. The federal government has introduced a new act governing all federally registered not-for-profit corporations, which includes The RPSC. This was announced at the AGM in Halifax. The changes required are not significant and we decided to hold the meeting in Toronto in August. The deadline for compliance is October 2014. ✉

jeunesse est quelqu'un qui garde une provision de timbres, de pinces, de charnières et de feuilles porte-timbres et les mets à la disposition des jeunes de façon proactive : dans les écoles, aux expositions philatéliques, dans les sections de clubs et à des activités et des réunions de toutes sortes pour les jeunes. Le financement du matériel sera accordé par l'entremise de la Fondation de La SRPC, dont le mandat historique est la philatélie jeunesse. Les fonds donnés aux Intervenants en philatélie (IEP), qui ont toujours été réservés au perfectionnement des jeunes et des nouveaux collectionneurs, ont maintenant été transférés à la fondation.

Cette année, nous profitons d'une participation des directeurs des régions inédite depuis mon arrivée à la direction. Je mets au défi tous les directeurs, nouveaux ou de longue date, afin qu'ils mettent tout en œuvre cette année pour : solliciter des articles pour le Philatéliste canadien, visiter les sections de clubs de leur région du pays et s'entretenir avec les membres, faire connaissance avec les ambassadeurs de la philatélie jeunesse et les appuyer. L'aide des membres en général serait grandement appréciée dans tous ces domaines.

Dans le présent numéro du Philatéliste canadien vous trouverez un avis officiel annonçant une assemblée spéciale des membres en vue d'approuver la conformité aux révisions de la Loi canadienne sur les organisations à but non lucratif. En effet, le gouvernement a adopté une nouvelle loi régissant toutes les sociétés à but non lucratif de régime fédéral, ce qui comprend La SRPC. L'annonce a été faite à l'AGA de Halifax. Les changements requis ne sont pas significatifs et nous avons décidé de tenir la réunion à Toronto au mois d'août. La date limite de conformité est octobre 2014. ✉

MEMBERSHIP report / Des nouvelles de nos **MEMBRES**

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.

(M) minor - activity guaranteed by parent or guardian / mineur - activités philatéliques garanties par un parent ou un tuteur.

INDIVIDUAL MEMBERS / MEMBRES À TITRE PERSONNEL

I-29443 • Michael Imbruglia
Canada, Vatican City and the United States

I-29444 • Stephen Chipchase
Canada Stamps only - All series

MN-29445 • William James Smith
Worldwide, British Empire/Commonwealth, Canada, Australia, France, Australia, Nepal, Nyasaland/Malawi; Papua New Guinea.

I-29446 • Ken Bailey
Used Canadian dated in period, esp. first cents issue and small queens.

I-29447 • Mike Perkins
Great Britain Canada Western Europe Eastern Caribbean

I-29448 • Kenneth Crosbie

I-29449 • Sean Weatherup
Canada - General Canadian Railway Post Office Postal History

I-29450 • Bruce Paul
Canada , USA, Europe

I-29452 • Carmin Schlenker

Y-29453 • Nina Richards
Cats, Butterflies, Figure Skating, Canada and Russia

RESIGNED MEMBERS / MEMBRES DÉMISSIONNAIRES

L-24106 • William A. Mallett

I-29353 • Walter Herdzik

I-29442 • Michael Smith

DECEASED MEMBERS / MEMBRES DÉCÉDÉS

I-21692 • Keith Baldwin

I-28796 • Clarence Carter

CHANGE OF ADDRESS?
Changes can be made on-line at www.rpsc.org "Members Login"or by contacting the National Office.

VOUS CHANGEZ D'ADRESSE?
Effectuez le changement en ligne à www.rpsc.org "Members Login" ou en prenant contact avec le Bureau national.

NOTICE
to members

The Royal Philatelic Society of Canada (the "Corporation")

NOTICE OF A SPECIAL General MEETING OF the MEMBERS OF THE Corporation

NOTICE IS HEREBY GIVEN THAT that a Special General Meeting of the Corporation will be held at the offices of the Vincent Graves Greene Philatelic Research Foundation, 10 Summerhill Avenue, Toronto, Ontario on the 20th day of August, 2014 at the hour of 7:30 p.m. (Toronto time) (the "2014 Special General Meeting") for the following purposes:

- to consider, and if thought appropriate:
- authorize the Corporation to make an application (the "Application") to be continued under the Canada Not-for-profit Corporations Act (the "New Act");
- approve the articles of continuance of the Corporation, to be effective on the date the Corporation continues under the New Act (the "Articles of Continuance");
- approve the new general operating By-Law No. 2 of the Corporation, to replace the Corporation's By-Law 2009 (last amended 2013) (the "Current By-Law"), and be effective, as of the date the Corporation continues under the New Act ("By-Law No. 2"); and
- to transact such further or other business as may be necessary or desirable.

PLEASE NOTE that the following documents will be made available on the Corporation's website at www.rpsc.org no later than August 1, 2014.

- the full text of the proposed special resolution authorizing the Application, the Articles of Continuance and By-Law No. 2 (the "Special Resolution");
- the draft Articles of Continuance, in a form approved by the Board of the Corporation; and
- an annotated version of the draft By-Law No. 2, which will explain how the provisions of the draft By-Law No. 2 conform to or vary in material ways from the Current By-Law.

Members who are unable to access these documents online or who otherwise wish to receive a paper copy may direct such request to the Corporation Office by email at: info@rpsc.org (Subject Line: "Request for 2014 Special General Meeting Materials") or by phone at: 1-888-285-4143.

DATED at Toronto the 16th day of June 2014.

George F. Pepall, By order of the Board

AVIS
aux membres

La Société royale de philatélie du Canada (la Corporation)

AVIS CONCERNANT UNE ASSEMBLÉE GÉNÉRALE SPÉCIALE DES MEMBRES DE LA CORPORATION

AVIS EST PAR LA PRÉSENTE DONNÉ qu'une assemblée générale spéciale de la Corporation aura lieu aux bureaux de la Vincent Graves Greene Philatelic Research Foundation situés au 10, Summerhill Avenue, Toronto, Ontario, le 20e jour du mois d'août 2014, à 19:30 heures (heure de Toronto) [« l'Assemblée générale spéciale de 2014 »] pour les raisons suivantes :

examiner et si cela est jugé approprié :

- autoriser la Corporation a faire une demande (la demande) en vue de se proroger sous le régime de la Loi canadienne sur les organisations à but non lucratif (la « nouvelle loi »);
- approuver les clauses de prorogation de la Corporation afin qu'elles soient en vigueur au moment où la Corporation continue d'exister sous le régime de la nouvelle loi (les « clauses de prorogation »);
- approuver le nouveau Règlement général no 2 de la Corporation, qui remplacera celui de 2009 (modifié pour la dernière fois en 2013) [le « règlement actuel »], et qu'il soit vigueur au moment où la Corporation continue d'exister sous le régime de la nouvelle loi (« Règlement no 2 »);
- traiter de toute autre question dûment soumise si cela est nécessaire ou souhaitable.

VEUILLEZ PRENDRE NOTE que tous les documents suivants seront accessibles dans le site Web de la Corporation au www.rpsc.org, au plus tard le 1er août 2014 :

- 1. le texte intégral de la résolution spéciale autorisant la demande, les clauses de prorogation et le Règlement no 2 (la « résolution spéciale »);
- les clauses de prorogation provisoires, sous une forme approuvée par le conseil d'administration de la Corporation;
- une version annotée du Règlement no 2 provisoire, qui expliquera en quoi les dispositions du Règlement no 2 provisoire sont conformes au règlement actuel ou en diffèrent de certaines façons.

Les membres qui ne peuvent accéder à ces documents en ligne ou qui aimeraient en recevoir une copie papier peuvent en faire la demande par courriel au bureau de la Corporation à l'adresse info@rpsc.org (ligne de l'objet : « Demande de documents relatifs à l'Assemblée générale spéciale ») ou par téléphone au : 1-888-285-4143.

FAIT à Toronto le 16e jour de juin 2014.

George F. Pepall, par une ordonnance du conseil d'administration.

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 416-921-1282 or e-mail to info@rpsc.org. 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 416-921-1282 ou par poste-électronique à info@rpsc.org. Aucune information ne sera acceptée par téléphone. CECI EST UN SERVICE GRATUIT DE LA SRPC.

REGIONAL EVENTS / ÉVÉNEMENTS RÉGIONAUX

AUGUST 9 AOÛT, 2014

FENPEX 30 sponsored by the Fenelon Stamp Club will be held at Fenelon Seniors Hall, 58 Murray St, Fenelon Falls, ON. Hours: 9:30 am – 3:30 pm. Stamp Show & Bourse with dealers, silent auctions, door prizes, exhibits, freebies for Junior Collectors. Free admission, free parking, lunch available, wheelchair accessible, air conditioned. For further information contact Lloyd McEwan at lmcewan@sympatico.ca or 705-324-7577.

AUGUST 9 AOÛT, 2014:

KINEX 2014 Stamp Show, sponsored by the Kincardine Stamp Club will be held from 10:00 am to 4:00 pm at the Davidson Center, Durham St., Kincardine, ON. Free admission. 8 - 9 dealers present. Exhibits, door prizes, lunch booth and sales circuit. For more info please contact John Cortan (519) 395-5817, email jcortan@hurontel.on.ca.

AUGUST 16 AOÛT, 2014

MUSPEX 2014, sponsored by the Muskoka Stamp Club will be held from 9:30 am to 4:00 pm at the Muskoka Riverside Inn, 300 Ecclestone Drive, Bracebridge, ON. 10 dealers with varied stock as well as informal club exhibits of philatelic interest. Free admission and free parking. For more info please contact Bruce Hughes (705) 385-2020, email brucestamper1@sympatico.ca.

SEPTEMBER 26-27 SEPTEMBRE, 2014

VANPEX 2014, the annual exhibition and bourse of the British Columbia Philatelic Society, will be held in the Community Room of the West Burnaby United Church, 6050 Sussex Avenue, Burnaby, BC. Hours: Friday 10 a.m. to 6 p.m., Saturday 10 a.m. to 4 p.m. Free admission and parking. More information at www.bcphilatelic.org or e-mail Derren at verdraco@uniserve.com.

SEPTEMBER 27 SEPTEMBRE, 2014

COPEX 2014, sponsored by the Cobourg Stamp Club will be held from 9:00 am to 3:00 pm at the Salvation Army Citadel, 59 Ballantine St., Cobourg, ON. 8 dealers with a wide selection of stamps, covers and philatelic supplies. Club consignment sale and member exhibits. Food court, free admission and free parking. For more info please contact Michael Hunt (289) 252-0785.

OCTOBER 4 OCTOBRE, 2014:

LAMPEX 2014, sponsored by the Sarnia Stamp Club will be held from 9:30 am to 4:30 pm at the Sarnia Collegiate Institute Technical School (S.C.I.T.S.) secondary school, 275 Wellington Street, Sarnia, ON. Free admission and parking. 10 dealers present and displays. Everyone welcome. For more info please contact John Armstrong (519) 464-2688, email sarniastampclub@cogeco.ca or visit http://home.cogeco.ca/sarniastampclub/

OCTOBER 4-5 OCTOBRE, 2014

VICPEX 2014 Stamp Show, Comfort Hotel And Conference Centre,3020 Blanshard Street, Victoria, BC. Sat: 10:00 am - 5:30 pm, Sun: 9:30 am - 4:00 pm, Displays and Dealers, Free stamps for children. For more info email: docdon@shaw.ca or ph: 250-721-1940 (evenings).

OCTOBER 11 OCTOBRE, 2014:

Owen Sound Stamp Show, sponsored by the Owen Sound Stamp Club will be held from 9:30 am to 3:30 pm at the Royal Canadian Legion, Memorial Hall, 1450 2nd Ave West, Owen Sound, ON. Free admission and parking. Souvenir show covers, door prizes available. Luncheon table and refreshments. 12 dealers present with variety of areas of interest including post cards, covers and stamps from the world. Exhibition of displays with competitive frame containing a 1 page challenge for club members. For more info please contact Phil Visser (519) 376-6760, email visserps@bell.net.

OCTOBER 18 OCTOBRE, 2014:

Barrie Annual Stamp Show and Bourse sponsored by the Barrie District Stamp Club will be held from 10:00 am to 4:00 pm at the Army, Navy, Air Force Club, 7 George Street, Barrie, ON. 18 Dealers available with a wide assortment of philatelic and deltiological material. Sales Circuit books and Kids table. Exhibit presented by members of the Barrie District Stamp Club will be present. Free parking and admission for all. Light refreshments available to purchase. Contact Bruce Walter at 705-735-6009 or b.walter@rogers.com or visit the website at www.barriedistrictstampclub.ca.

OCTOBER 25 OCTOBRE, 2014

GRVPA Club Fair sponsored by the Grand River Valley Philatelic Association will be held at the Terry Miller Centre, 1295 Williams Parkway, Brampton, ON from 10:00 am TO 4:30 pm. Featuring clubs of the GRVPA and GTAPA, over 700 circuit books, 2 silent auctions, Youth table, exhibits and snack bar. Free parking and admission. For further information contact Stuart Keeley at stuart.keeley@sympatico.ca or 905-227-9251.

NOVEMBER 1 NOVEMBRE, 2014:

KENTPEX 2014 Stamp Show, sponsored by the Kent County Stamp Club will be held from 9:30 am to 3:30 pm at the Active Lifestyle Centre, 20 Merritt Ave, Chatham, ON. Free admission and parking. Many dealers present. There will be a variety of exhibits and free prize draws. Food service available. For more info please contact Paul V McDonnell (519) 354-1845, email pvmcdonnell@sympatico.ca.

NOVEMBER 7-8 NOVEMBRE, 2014:

Hamilton Fall Show, sponsored by the Hamilton Stamp Club will be held from 5:00 pm to 10:00 pm Friday and 10:00 am to 4:00 pm Saturday at the New Bishop Ryan Catholic Secondary School, 1824 Rymal Rd. E., Hamilton, ON. Friday: Auction night with G.R.V.P.A. clubs and sales circuits. Silent auction closes at 7:00 pm and live auction starts at 7:30 pm. Saturday: 20 dealers present, Canada Post, sales circuits, youth booth, silent auction, sales circuit. Light refreshments available. For more info please contact Steve Forten (289) 925-0513, email southont@cogeco.ca or visit http://www.hamiltonstampclub.com.

NATIONAL EXHIBITIONS / EXPOSITIONS NATIONALES

MARCH 28-29 MARS, 2015:

Edmonton Spring National Stamp Show, sponsored by the Edmonton Stamp Club will be held from 10:00 am to 5:00 pm Saturday and 10:00 am to 4:00 pm Sunday at the Central Lions Centre, located at 111 Ave and 113 Street, Edmonton, AB. Free admission. Dealers bourse, exhibits, junior table. A wine and cheese reception will take place Saturday and a BNAPS breakfast on Sunday. Door prizes and free giveaways. Contact Ed Dykstra at (780) 421-0930, email eddykstra@shaw.ca or visit http://www.edmontonstampclub.com.

MAY 2-3 MAI, 2015:

ORAPEX 2015 Ottawa. Details to follow at a later date.

APRIL 30-1 MAY, 2016/AVRIL 30- 1 MAI, 2016:

ORAPEX 2016 Ottawa. Details to follow at a later date.

INTERNATIONAL EXHIBITIONS / EXPOSITIONS INTERNATIONALES

AUGUST 7-12 AOÛT, 2014:

PHILAKOREA 2014 Seoul Korea, 2014 World Stamp Exhibition with FIP patronage. All competitive classes accepted. Official website will be released soon. Canadian commissioner: George Constantourakis, 2115 Girouard, Montreal, QC, H4A 3C4. Phone: (514) 482 2764 (evenings & weekends), email: geo.constant@sympatico.ca.

SEPTEMBER 24-28 SEPTEMBRE, 2014:

Saint Pierre-et-Miquelon 2014. This is a FIAF international exhibition with participation from seven countries. Visit http://spm-expo.com for entry forms and more information. Mr. Charles J. G. Verge is the Canadian Commissioner. For additional information contact J-J. Tillard, Exhibition President, email texspm@cheznoo.net.

DECEMBER 1-6 DÉCEMBRE, 2014

MALAYSIA 2014 - Joint event of World Youth Stamp Exhibition and Asian International Exhibition, with FIP patronage. Restricted to Youth Philately, Adult Thematic Class and Adult Modern Philately of the 21st Century. Organized by Philatelic Society Malaysia (PSM), sponsored by Malaysian Communications and Multimedia Commission (MCMC) and supported by Ministry of Communications and Multimedia, Malaysia. There is no Frame Fee for Youth exhibitors. More information from Canadian Commissioner: Denis Hamel, 504-300, rue St-Georges, Saint-Lambert, QC J4P 3P9. Tel: (438) 398-3800. Email: hamel.denis@videotron.ca. Website: http://www.malaysia2014.com.my.

MAY 13-16 MAI, 2015:

London 2015 Europhilex international stamp exhibition with 1400 frames of exhibits from European exhibitors will be held at the Business Design Centre, Islington, London N1. More information at www.london2015.net.

AUGUST 14-19 AOÛT, 2015:

SINGAPORE 2015, Republic of Singapore. Visit http://www.singapore2015.com . Mr. Denis Hamel has been appointed as the Canadian National Commissioner. For more information contact Denis at (438) 398-3800, email hamel.denis@videotron.ca. Mailing address: 504-300, rue St-Georges, Saint-Lambert, QC J4P3P9.

NEW YORK: MAY 22-29, 2016

SOUTH AFRICA: 2016

The International Exhibitor Newsletter an update on FIP, FIAF shows and RPSC international exhibition news for Canadian exhibitors, is now available to RPSC members by email from Jim Taylor, the RPSC International Liaison Officer. Send your name and email address to miquelon@shaw.ca.

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Miscellaneous / Divers

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www.greenefoundation.ca
vggfoundation@on.aibn.com

Philatelic Literature / Littérature Philatélique

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www.bnaps.org
shibumi.management@gmail.com

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COLLECT BRITISH POSTMARKS

Published by Stanley Gibbons Ltd. 9th edition, 2013. ISBN-10: 0-85259-986-3; ISBN-13: 978-0-85259-986-2; (7 Parkside, Christchurch Road, Ringwood, Hampshire, Great Britain, BH24 3SH). Laminated soft cover, 433 pages, 240 x 170 mm. Retail price: 32.95 British pounds. Orders can be placed by telephone: +44(0)425-472 363 or by e-mail:orders@stanleygibbons.co.uk or internet:www.stanleygibbons.com

The 9th edition of Collect British Postmarks, the second time this influential work had been published includes a remarkable amount of new information. One of the first things longtime users of this publication will note is the addition of the Scots local cancellations and modern postal labels. The section covering the modern postal labels includes extensive listings of 'Smart stamps', 'Horizon' and 'Post & 'Go' labels.

Like the 8th edition, this new and much-expanded 9th edition was also edited by Bill Pipe, one of the pillars of British postmark collecting. Pipe is a member of the Society of Postal Historians, the Postal History Society, the Royal Philatelic Society and many specialist societies. Even a cursory glance through this newest edition quickly reveals the editor's in-depth knowledge of British postmarks from the earliest Bishop Marks introduced in 1661 to the latest modern postal labels.

The catalogue is divided into 31 sections with two including subsections. Appended to Section 13 listing railway postmarks, for instance, is a subsection listing colliery postmarks. Many colliery postmarks are extremely difficult to obtain as in some cases only a single strike has been recorded. Listed prices for colliery postmarks range from a low of six pounds for an example of a Cornsay colliery strike to a high of 200 pounds for a Cassop colliery hand stamp.

Massive numbers of postmark types are listed in this publication which provides a treasure trove of information that is unavailable anywhere else in a single source. Postmarks listed and illustrated, including circular date stamps, receiving marks, foreign office date stamps, instructional markings, free franks of England, Wales, Scotland and Ireland, numeral strikes, spoon and duplex hammers, squared circles, newspaper, parcel, registration, express and triangular markings and so many more. Machine cancels are not overlooked; nor are maritime, military and the many railway cancellations.

Complementing the main body of the listings is a foreword by the editor, a two-page table of contents, introductory remarks, a list of abbreviations and postal rates for letters from 1638 to 2013. The wide-ranging bibliography is divided into publications covering two eras: the classics and modern publications with the latter including a small number of additional references categorized as "General."

Although this new work is expanded to 433 pages, from 378 in the 2011 edition, it cannot begin to list all the postmarks that are known to exist. Wisely, the editor included a short preface in each section that will be helpful to beginner and advanced collectors alike. Readers should be aware that this is a work that is limited to the different known "types" of postmarks and does not pretend to include every specific or every known postmark.

Collect British Postmarks is a reference work that no serious collector of British postmarks can afford to be without. The publication and its editor are deserving of high praise for pulling together the diverse postmark information in one source for ease of use and the enjoyment of collectors.

Tony Shaman, FRPSC



COMMONWEALTH & BRITISH EMPIRE STAMPS 1840-1970

Published by Stanley Gibbons Ltd. 116th edition, 2014. ISBN-10: 0-85259-879-3; ISBN-13: 978-0-85259-879-5; Hard cover. Retail price 82.50 British pounds. (Unit 7 Parkside, Christchurch Road, Ringwood, Hampshire, Great Britain, BH24 3SH). 716 pages, 350 x 215 mm. Orders can be placed by telephone: +44(0)425-472 363 or by e-mail:orders@stanleygibbons.co.uk or internet:www.stanleygibbons.com

It is difficult to imagine how a philatelic publication can continue to improve year after year after 115 editions, but Commonwealth & British Empire Stamps 1840-1970 has beaten the odds. The current edition, the 116th, has added a variety of new listings to make this latest catalogue - a perennial favourite with collectors - better than ever.

This classic catalogue includes the stamps of the British Empire and Commonwealth from each postal administration's initial issues up to and including the 1970 issues of the current monarch, Queen Elizabeth. A preface by the

editor covers such topics as the current state of the hobby, an overview of stamp price realizations throughout the past year and revisions updating data from previous editions to provide users with the most up-to-date information available about our hobby.

Included in the new listings, for example, are several watermark varieties. Other new additions are the fully listed South African 'interprovincial' stamps used from June 1, 1910 to August 31, 1913 after the union of South Africa's four provinces, Cape of Good Hope, Natal, Orange River Colony and Transvaal, on May 31, 1910. Also noteworthy are the additions among the Indian Feudatory States.

Other varieties not listed in previous editions include the retouches on the 2d 'Diadems' of New South Wales; varieties on the Queen's Heads of Labuan; and the re-entry on Canada's 5-cent Beaver. Price for a mint copy of Canada's 5-cent Beaver re-entry jumped from 3,500 pounds in the 2013 catalogue to 3,750 pounds in the current edition.

As has been the case for the past several years, price increases are again noted not only for many of the stamp issues of countries in Asia and Africa, but also for the West Indies, New Zealand and Canada. For example, Canada's 2-cent Large Queen on laid paper (SG No. 57ac), of which a third copy has recently turned up in a stamp club sales circuit, is listed at 130,000 pounds for a used copy, up 10,000 pounds from 2013. The 3-pence Canada Beaver stamp, (SG1) has jumped from 32,000 pounds for a mint copy to 35,000 pounds.

In general, all Commonwealth issues in fine condition have appreciated in value. Print errors are a significant factor in putting upward pressure on prices.

Also of interest to collectors will be the various Gibraltar 'G' and 'A26' cancellations on British stamps illustrated for the first time in this catalogue edition. The improvements made to the listings of Hong Kong's complex booklets will undoubtedly be welcomed by collectors.

There is much that is new in this latest edition of Commonwealth & British Empire Stamps 1840-1970. It is a publication that every serious collector of the stamps of Great Britain and Commonwealth stamps will want to own.

Tony Shaman, FRPSC



COMMONWEALTH STAMP CATALOGUE WESTERN PACIFIC

published by Stanley Gibbons Ltd. 3rd edition, 2014. ISBN-10: 0-85259-894-7; ISBN-13: 978-0-85259-894-8; (7 Parkside, Christchurch Road, Ringwood, Hampshire, Great Britain, BH24 3SH). Laminated soft cover, 329 pages, 240 x 170 mm. Retail price 27.95 British pounds. Orders can be placed by telephone: +44(0)425-472 363 or by e-mail:orders@stanleygibbons.co.uk or internet:www.stanleygibbons.com

The 3rd edition of the Commonwealth Stamp Catalogue Western Pacific now produced in a smaller, handy-sized format is the first reprint since 2009. Listed in this redesigned catalogue are the stamps of Fiji, Kiribati, Nauru, Papua New Guinea, the Solomon Islands, Tonga, Tuvalu and Vanuatu. Many hundreds of new stamps have been added to this new edition.

Priced are mint and used stamps in fine condition. Very fine stamps may command a premium. For cover collectors, the publication includes a set of numeric factors at the beginning of each applicable section which can be applied to the listed prices of used stamps to determine the approximate value of stamps on cover to 1945.

Collectors of the stamps of Fiji will be interested in learning that the surcharged Fiji stamps have been fully revised and the new listings appear in this latest publication. Including errors, varieties, trials issued by the post office and the various printings, about 160 new combinations of original denominations and surcharged values have been listed. Effectively, the Fiji surcharge section of the catalogue has been totally rewritten, which makes its predecessor, the 2nd edition, obsolete.

Also updated in the new catalogue are the Tonga surcharges. As with the Fiji surcharges, the Tonga surcharges were initially also not available to collectors.

Newly listed are Fiji's "arc" variety on the Queen Victoria 5 shilling denomination; the "scratched building" on the George VI 2 pence; and the "radio mast" flaw on the 1968 Kingsford Smith 6-pence value. The listings notations pertaining to the New Zealand stamps used on Fanning and Washington Islands are considerably expanded. Revisions of the notes on the Fiji Times Express stamps will be helpful to collectors of these issues.

New issue listings include the stamps of Fiji to October 2013; Kiribati to October 2013; Nauru to April 2011; Papua New Guinea to November 2013; Solomon Islands to July 2011; Tuvalu to October 2013; and Vanuatu to November 2013.

Prices for stamps issued up to 1970 were taken from the Stanley Gibbons 2014 edition of the Commonwealth and British Empire Stamp Catalogue; subsequent stamp releases were specifically priced for this new publication.

With its many updates, revisions, additional listings and new format, the Commonwealth Stamp Catalogue Western Pacific is for all intents and purposes a new philatelic publication. Serious collectors will find much information in this latest edition that has the potential to enhance their Western Pacific collections.

Tony Shaman, FRPSC



COMMONWEALTH STAMP CATALOGUE BRUNEI, MALAYSIA & SINGAPORE

Published by Stanley Gibbons Ltd. 4th edition, 2013. ISBN-10: 0-85259-891-2; ISBN-13: 978-0-85259-891-7; (7 Parkside, Christchurch Road, Ringwood, Hampshire, Great Britain, BH24 3SH). Laminated soft cover, 270 pages, 240 x 170 mm. Retail price: 25.95 British pounds. Orders can be placed by telephone:+44(0)425-472 363 or by e-mail:orders@stanleygibbons.co.uk or internet:www.stanleygibbons.com

Included in this latest edition of Commonwealth Stamp Catalogue Brunei, Malaysia & Singapore are the listed stamps, fully priced, from the earliest issues of Brunei (1895), the Straights Settlements (1867), Labuan (1879), North Borneo (1883), Sarawak (1869) and continuing up to the modern issues of Brunei, Malaysia and Singapore. Also listed are the Federated Malay States of Johore, Kedah, Kelantan, Sungei Ujong, Negri Sembilan, Pahang, Perak, Selangor and Trengganu.

Price listings reflect current market conditions and some significant price increases were noted for certain issues from the 3rd edition catalogue released in 2010. Details and stamp prices up to 1970 were extracted from the 2014 Stanley Gibbons Commonwealth and British Empire Catalogue, whereas subsequent issues were repriced specifically for this new publication. New issue listings include Brunei to December 2012; Malaysia to August 2013; and Singapore to August 2013.

Mint and used stamps are fully priced as are stamp booklets, watermarks, print varieties, significant plate flaws, shades, postage dues and official and postal fiscal stamps. Newly added varieties in this updated edition include the 'Feather in Hat' on the Malay Ploughing stamps of Kedah and the 'Extra Chimney' on the 1954 10-cent stamp of North Borneo. Another welcome addition is the Labuan Queen's Head stamps illustrated for the first time and a full listing of the Sarawak telegraph stamps.

Listed also are Thai stamps used in the Malayan states of Kedah and Kelantan before they issued their own stamps overprinted for use at the British Post office in Bangkok as well as the stamps issued during the Japanese occupation of Malay and Borneo during the World War II years.

How prices are calculated for stamps on cover up to 1945 are explained in each section of the catalogue for the various territories.

As in Stanley Gibbons other one-country Commonwealth catalogue series, this new volume includes the four–page International Philatelic Glossary listing commonly used philatelic terms in English, French, German, Spanish and Italian.

Another useful feature is the 15-page illustrated outline of General Philatelic Information and Guidelines to the Scope of the Commonwealth Catalogue. It offers advice and information on how to make best use of the catalogue's many informative features that are of use to beginner and longtime collectors alike. Included are topics such as the definition of condition of stamps determined by factors such as their margins, centering and cancellations. It also delves into technical aspects of postage stamps including printing, types of paper, perforations, gum, rouletting, watermarks, luminescence, coils and similar topics.

This attractively and professionally produced catalogue will more than adequately serve the needs of collectors specializing in the stamps and covers of the region.

Tony Shaman, FRPSC



COMMONWEALTH STAMP CATALOGUE FALKLAND ISLANDS

published by Stanley Gibbons Ltd. 6th edition, 2014. ISBN-10: 0-85259-904-8; ISBN-13: 978-0-85259-904-4; (7 Parkside, Christchurch Road, Ringwood, Hampshire, Great Britain, BH24 3SH). Laminated soft cover, 104 pages, 240 mm x 170 mm. Retail price: 16.95 British pounds. Orders can be placed by telephone:+44(0)425-472 363 or by e-mail:orders@stanleygibbons.co.uk or internet:www.stanleygibbons.com

Newly added to the 2014 edition of the Falkland Islands Commonwealth Stamp Catalogue are 139 stamps and 25 illustrations. Stamp listings for Falkland Islands include releases to October 2013; for British Antarctic Territory to December 2012; and for South Georgia and South Sandwich Islands to August 2013.

Listed in this latest stamp catalogue are the stamps, postages dues and booklets of the Falkland Islands, its Dependencies, Graham Land, South Georgia, South Orkneys, and South Shetlands. Also listed are the stamps and booklets of British Antarctic Territory and the stamps and booklets of South Georgia and South Sandwich Islands.

Prices for stamps issued up to 1970 were taken from the Stanley Gibbons 2014 edition of the Commonwealth and British Empire Stamp Catalogue; subsequent stamp releases were specifically priced for this new publication. Some of the new prices reflect a strong demand for errors and varieties and for stamps

used in the Falkland Island Dependencies. In many instances, inverted watermark varieties have also seen a significant upward movement in prices.

In addition to listed prices for mint and used stamps in fine condition, a useful set of numeric factors at the beginning of each section's stamp listings, where applicable, can be applied to the listed prices of used stamps to determine the approximate value of stamps on cover to 1945. Catalogue users should be aware that stamp prices are subject to change as determined by market conditions.

Notes on the South Georgia provisional handstamps of 1911-1912 have been expanded and newly listed varieties include the "H" flaw on the 1/2d Falkland Islands Thrush stamps and the "Teardrop" variety on the 3d Dependencies Maps. All illustrations are in full colour.

Because this catalogue also serves as a retail price list for stamps sold by Stanley Gibbons Ltd., it includes a four-page section of philatelic information and guidelines for the benefit of stamp purchasers.

A two-page features checklist provides users with a quick overview of information contained in the various catalogues and price lists published by Stanley Gibbons.

These One-Country and Commonwealth catalogues are a great alternative to the more extensive, and consequently more expensive, publications for collectors whose philatelic interests are limited to one country or a specific group of related countries.

Anyone collecting the stamps of Falkland Islands and/or its Dependencies will find that this 6th edition catalogue fully meets their philatelic needs.

Tony Shaman, FRPSC



STAMP CATALOGUE PART 8 ITALY & SWITZERLAND

published by Stanley Gibbons Ltd. 8th edition, 2013. ISBN-10: 0-85259-718-5; ISBN-13: 978-0-85259-718-7; (7 Parkside, Christchurch Road, Ringwood, Hampshire, Great Britain, BH24 3SH). Laminated soft cover, 545 pages, 240 x 170 mm. Retail price: 45.95 British pounds. Orders can be placed by telephone:+44(0)425-472 363 or by e-mail:orders@stanleygibbons.co.uk or internet:www.stanleygibbons.com

The 8th edition of the Stanley Gibbons Stamp Catalogue Part 8 Italy & Switzerland is the first reprint of this popular catalogue since 2010. Included in this new edition in addition to the stamps of Italy and Switzerland are Lichtenstein, San Marino, Vatican City and the United Nations, as well as International Organizations located in Switzerland and United Nations (Geneva).

Stamp design indexes have been updated for Italy, Lichtenstein and San Marino. These indexes are especially useful for thematic collectors as is the newly added index for Vatican City. Where applicable, postal history entries and explanatory notes are included for the benefit of postal historians.

Listed separately are the stamps of the nine Italian States, the Italian Social Republic, Lombardi and Venetia, Austrian Territories acquired by Italy, Castelrosso, Dodecanese Islands, Fiume, Trieste, Venezia Giulia and Istria, Eritrea, Italian Annexation and Ethiopia, Italian Colonies, Italian Post Offices in China, Crete and the Turkish Empire. Also listed are the Italian post offices in Libya and Somalia, including the Italian Trust Territory.

A seven-page outline of general philatelic information and guidelines to the scope of the catalogue is valuable information for beginners and longtime collectors alike. It offers information and advice on how to make best use of the catalogue's many informative features.

In addition to listing the used and mint stamps, all fully priced, this new publication also lists booklets and all major stamp varieties including perforations, watermarks, shade variations, overprints and major print errors. Machine labels for Lichtenstein, Switzerland and Vatican City are also listed and priced.

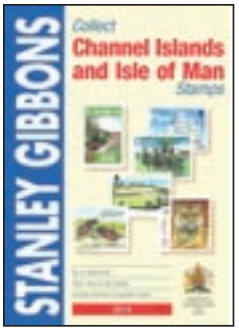
The new issue listings include Italian releases to May 2013; Lichtenstein to September 2012; San Marino to February 2013; Switzerland to November 2012; United Nations (Geneva) to February 2010 and Vatican City to June 2013.

Listed for the first time is the 1862 Newspaper stamp of Italy mistakenly printed on the gummed side (SGN5b) and priced at 500 pounds.

The revised version of the four-page International Philatelic Glossary, listing commonly used philatelic terms in English, French, German, Spanish and Italian, is a useful feature that benefits non-English speaking collectors.

Evident throughout this new volume is the care taken in its preparation. The catalogue will prove its worth to collectors pursuing any or all of the stamp issues released by the postal administrations listed in this expanded and much improved publication.

Tony Shaman, FRPSC



COLLECT CHANNEL ISLANDS AND ISLE OF MAN STAMPS

published by Stanley Gibbons Ltd. 29th combined edition, 2014. ISBN-10: 0-85259-903-X; ISBN-13: 978-0-85259-903-7; (7 Parkside, Christchurch Road, Ringwood, Hampshire, Great Britain, BH24 3SH). Laminated soft cover, 378 pages, 240 x 170 mm. Retail price 29.95 British pounds. Orders can be placed by telephone: +44(0)425-472 363 or by e-mail:orders@stanleygibbons.co.uk or internet:www.stanleygibbons.com

Listings of the 2014 edition of the combined Channel Islands and Isle of Man catalogue include the 2013 Christmas issues for the four islands of Guernsey, Jersey, Isle of Man and Alderney. Stamp prices have been updated for all four sections and increases are noted for some of the newer issues, although they tend to be more widespread for the earlier issues.

Listings in this new catalogue are more detailed than those in the more general Collect British Stamps catalogue. Included, for instance, are details about stamp designers, printers, the different papers used to print the stamps, missing colour varieties, phosphors, stamp sheet sizes, imprints, stamp quantities sold, where known, and invalidation and withdrawal dates. Also listed are postage dues, stamp booklets, regional issues 1958–1971 for Isle of Man stamps and 1958 to 1969 for the stamps of Jersey and Guernsey.

Wartime occupation issues for Guernsey and Jersey are, of course, included, as are souvenir postal stationery postcards and the Manx Postal Museum Postcards. Not overlooked are first day covers, presentation packs, year books, gutter pairs, cylinder and plate numbers.

Prices are quoted for all known printing errors and changes in printing papers. Listings also include the British Post Office Regional issues, 1940-1945 and the stamps of the independent postal administrations of Guernsey, including Alderney, Jersey and the Isle of Man. The Channel Islands Liberation issue of 1948 is also listed. This new catalogue is designed with collectors of these geographical regions in mind.

The four-page International Philatelic Glossary listing commonly used philatelic terms in English, French, German, Spanish and Italian will no doubt appeal to non-English- speaking collectors.

Collectors specializing in the stamps of the Channel Islands and Isle of Man will benefit from owning this latest edition. At an affordable price of 29.95 pounds, serious collectors of the stamps, covers and booklets of these islands will find this publication to be a valuable reference guide to have on their philatelic bookshelves.

Tony Shaman, FRPSC

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HOW TO PREPARE A THEMATIC EXHIBIT

Courtesy The Royal Philatelic Society London

Christine Earle, presenting her display of 'Extracts from a Wartime Diary 1939-1945' to the members of The Royal Philatelic Society London, took the opportunity to explain how to develop a Thematic Philately exhibit.

Fascinating by the stories of those who lived during the Second World War, often told through their diaries, Christine decided to create an exhibit that would be enthralling to all those who read its pages, appealing as much to the non-collector as to the philatelist.

She explained how she put the exhibit together, bearing in mind the criteria by which such exhibits are judged. Among the headings to be considered are presentation, treatment, knowledge, personal study and research, and condition and rarity.

Just as important was the quality and variety of the material shown that had been carefully selected to enhance the story of those who were forced to endure the hardships, turmoil and uncertainties of war.



Christine Earle is thanked by Chris King, President of The Royal Philatelic Society London, for her enlightening presentation.

Those wishing to visit The Royal Philatelic Society London at 41 Devonshire Place, London W1G 6JY, or be a guest at one of its meetings, are asked to contact in advance the Administrative Office on 020 7486 1044. ✉

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