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The CANADIAN PHILATELIST
Le PHILATÉLISTE CANADIEN

September/October 2016 septembre/octobre - VOL. 67 • NO. 5



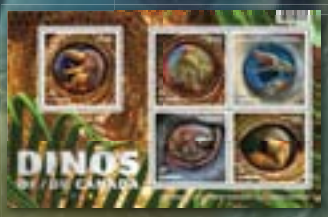
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Journal of THE ROYAL PHILATELIC SOCIETY OF CANADA
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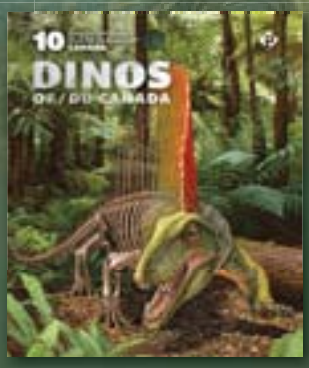
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404018149 **$ 30**[60]



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The Dinos of Canada 2016 collection offers a vividly rendered look back at five fascinating creatures that roamed prehistoric Canada. Created by Sergey Krasovskiy, one of the world's top paleo-artists, the collection portrays the ferocious *Cypretherium coarctatum* from 35 million years ago, the *Dimetrodon borealis* from 270 million years ago, and three more notably Canadian species from epochs in between. Add them to your collection, before they go extinct.

L'édition 2016 de la série Les dinos du Canada offre une représentation saisissante de cinq animaux fascinants qui ont vécu à l'époque préhistorique du Canada. Créée par Sergey Krasovskiy, un des plus grands paléoartistes au monde, cette émission reproduit le féroce *Cypretherium coarctatum* datant de 35 millions d'années, le *Dimetrodon borealis* qui vivait il y a 270 millions d'années ainsi que trois autres espèces préhistoriques canadiennes. Ajoutez-les à votre album avant qu'ils ne disparaissent.

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Auction Announcement

October 2016 Public Auction

The "Baron" Collections

Contact us today for your complimentary catalogue

Selected Imperforates and Major Errors



1930 1c orange, the only known imperforate multiple of this stamp



1963 4c Cameo, coil strip imperforate between. One of two known examples



1943 3c rose violet, mint NH gutter margin mint pair



1967 1c Centennial block of four, printed on the gum side; possibly the only known multiple of this error



1932 3c Medallion, the unique Die II imperforate block



1924 Admiral tête bêche booklet panes; a choice set. Only seven sets are in existence.

Exceptional representation from the elusive to the one-of-a-kind. Imperforate issues from late 1890s to early 1940s, including all the rare imperforate tête-bêche booklet panes. Major errors and striking varieties – from imperforate errors, inverts, missing colours and other oddities.



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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.

Join The RPSC!

- **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**

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.

Devenez membre La SRPC

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ROYAL PHILATELIC SOCIETY OF CANADA
SOCIÉTÉ ROYALE DE PHILATÉLIE DU CANADA

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Please check one: ❑ Individual ❑ Family ❑ Youth Affiliate ❑ Chapter Affiliate ❑ Society Affiliate ❑ TCP Subscription ❑ Individual Membership Only

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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)

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Journal of The
ROYAL PHILATELIC SOCIETY OF CANADA

Revue de La
SOCIÉTÉ ROYALE DE PHILATÉLIE DU CANADA

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THE COVER:

Pictured on our cover is a real photo postcard, circa 1910, depicting two of Fort McMurray's earliest buildings: Gordon's general store and the smaller building to its left, the settlement's first post office. Affixed to the post office door is the barely readable post office sign. Owner of Gordon's general store was William Gordon, a fur trader who also operated the post office until 1921.

Fort McMurray's first post office, opened in 1909, was located in this small, primitive structure until 1921, by which time the centre of town had gradually moved away from Athabasca's riverbank to Franklin Avenue, the settlement's new main street.

PAGE COUVERTURE:

L'image de notre page couverture est celle d'une vraie carte postale photo datant d'environ 1910 sur laquelle figurent les premiers édifices de Fort McMurray : le magasin général Gordon avec à sa gauche un plus petit édifice, le premier bureau de poste de l'agglomération. Sur la porte, il y a une affiche à peine lisible indiquant qu'il s'agit du bureau de poste. Le propriétaire du magasin général Gordon était William Gordon, un marchand de fourrures, qui a également tenu le bureau de poste jusqu'en 1921.

Le premier bureau de poste de Fort McMurray, qui a ouvert en 1909, a été localisé dans cette petite structure primitive jusqu'en 1921 alors que le centre-ville s'est déplacé des rives de l'Athabasca à l'avenue Franklin, la rue principale de l'agglomération.

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EDITOR'S notes



notes du RÉDACTEUR

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

Given today's printing technology, readily available stamp papers, rapid transportation networks and near instant communication, there is little need to surcharge existing stocks of Canadian postage stamps with overprints. New issues can be quickly printed and delivered to post offices across the country. However, that was not always the case. A century ago, when the stamps of Britain's North American crown colonies were printed in London, it would take months to deliver a replacing issue to post offices in North America and when post offices in the colonies ran short of an issue, or suddenly needed a new denomination to meet a change in rates, the practice was to overprint existing stocks with the new rate. Times then were also more frugal and post offices were more likely to overprint stamps with a surcharge to meet changes in rates, or to meet unexpected conditions, rather than destroy existing stamps and replace them with new issues.

Sometimes these provisional stamps created print varieties and the article by John Walsh, "Newfoundland's 1897 Trial Surcharge Overprint: Missing Surcharge Mystery" beginning on page 271, is an educational piece for readers who want to learn more about one of Newfoundland's provisional issues.

As youngsters reading Robinson Crusoe by Daniel Defoe, we likely never questioned who owned the deserted island where our hero Robinson Crusoe was marooned along with his servant, Man Friday. And just where is the island located where the fictitious Crusoe was shipwrecked? To glean the answers to these and other questions that you might have of this all-time favourite adventure story (albeit, Defoe did not pen it as such), see the article by Derrick Grose beginning on page 289.

With electric power ubiquitous in our part of the world and available at the flick of a switch, we give little thought to previous generations and how they lighted their homes. Whale oil provided a light of sorts, but it was far from ideal in lighting the homes and workplaces of bygone years, to say nothing of the uncounted thousands of whales that paid with their lives for the feeble light it provided.

Around the mid-19th century the oil industry reared its head and affected the way people lived. A talented scientist, physician and geologist, Abraham

Avec les techniques d'impression modernes, l'accessibilité du papier à timbres, les réseaux de transport rapide et la communication quasi instantanée, il n'est plus vraiment nécessaire d'effectuer des surcharges sur les timbres-poste canadiens existants. De nouvelles émissions de timbres peuvent être imprimées rapidement et livrées aux bureaux de poste partout au pays. Cependant, il n'en a pas toujours été ainsi. Il y a un siècle, lorsque les timbres des colonies britanniques d'Amérique du Nord étaient imprimés à Londres, il fallait des mois avant qu'un timbre de remplacement soit émis et livré aux bureaux de poste de ces colonies, et quand un timbre particulier était manquant ou qu'on avait soudainement besoin d'une nouvelle valeur nominale en raison d'un changement de tarif, la coutume était de surimprimer le nouveau tarif sur les timbres déjà en stock. À cette époque, qui était loin d'être une période d'abondance, les bureaux de poste, pour apporter ces changements de tarif ou réagir à des situations inattendues, surchargeaient les timbres existants au lieu de les détruire et de les remplacer par de nouvelles émissions.

Parfois, ces timbres provisoires créaient des variétés d'impression et l'article de John Walsh, « Newfoundland's 1897 Trial Surcharge Overprint: Missing Surcharge Mystery », en page 271, s'avérera éducatif pour les lecteurs qui souhaitent en apprendre davantage sur l'une des émissions provisoires de Terre-Neuve.

Dans nos jeunes années, quand nous avons lu Robinson Crusoé, de Daniel Defoe, nous ne nous sommes sans doute jamais demandé à qui appartenait l'île déserte où notre héros fut abandonné avec son serviteur Vendredi. Et au fait, où est située l'île où ce personnage fictif a fait naufrage? Pour obtenir des réponses à ces questions et à d'autres que vous pourriez avoir sur cette aventure, l'une des favorites de tous les temps (bien que Defoe n'ait pas songé à cela, en l'écrivant), lisez l'article de Derrick Grose, à la page 289

L'électricité étant omniprésente dans notre partie du monde et accessible en appuyant simplement sur un interrupteur, nous pensons rarement aux générations précédentes et à la façon dont elles éclairaient leurs maisons. L'huile de baleine fournissait une sorte de lumière, qui était loin d'être idéale pour éclairer les maisons et les lieux de travail d'antan. Et cela, sans parler des milliers de baleines qui ont payé de leur vie la lumière blafarde ainsi produite.

Vers le milieu du 19e siècle, l'industrie pétrolière a fait son apparition et transformé la façon de vivre des gens. Un scientifique, physicien et géologue de talent, Abraham

Gesner, learned how to refine kerosene from oil. Kerosene lamps were a huge improvement over whale oil lamps and Gesner thus played an important role in saving whale populations 150 years ago. To learn more about this fascinating Victorian-era scientist, read Michael Peach's article starting on page 302.

Readers will be familiar with Fort McMurray, situated in northern Alberta, because of its devastating fire that destroyed about 2,400 homes this past spring, but fortunately left most of the city's infrastructure and public buildings intact. What many of us might not have known prior to the overwhelming wildfire is that Fort McMurray is a city with a population of nearly 90,000 and a history that dates back more than 100 years. It has enjoyed rail service since 1925 and its status as a town dates to 1948. Its first post office opened in 1909. To learn more about this metropolitan centre in the far north of Alberta, and the postal history of the area, see David Piercey's article beginning on page 275.

We have also included several other shorter, and some longer, articles for your reading pleasure. And, as always, if there is a special topic that you would like to read about, please let us know. Perhaps we can arrange to have someone write about it.

October is Stamp Month. Let us all celebrate it. ✉

Gesner, a découvert comment extraire le kérosène du pétrole. Les lampes au kérosène ont constitué une amélioration remarquable par rapport aux lampes à l'huile et ainsi, A. Gesner a joué un rôle important dans la préservation des populations de baleines, il y a 150 ans. Pour en apprendre davantage sur ce scientifique fascinant de l'ère victorienne, lisez l'article de Michael Peach, à la page 302.

Les lecteurs se rappelleront Fort McMurray, dans le nord de l'Alberta, en raison de l'incendie dévastateur qui a détruit environ 2 400 maisons le printemps dernier, mais qui a heureusement épargné la plupart des infrastructures de la ville et des édifices publics. Ce que bon nombre d'entre nous ignoraient sans doute avant ce feu irrépressible est que Fort McMurray est une ville dont la population avoisine les 90 000 habitants et que son histoire remonte à près de 100 ans. Elle est dotée d'un service ferroviaire depuis 1925 et le statut de ville lui a été accordé en 1948. Son premier bureau de poste a ouvert en 1909. Pour en apprendre davantage sur ce centre métropolitain du Grand Nord de l'Alberta et sur l'histoire postale de la région, voyez l'article de David Piercey, à la page 275.

Nous avons aussi inclus plusieurs autres articles, courts ou longs, qui sauront agrémenter votre lecture. Et, comme toujours, si vous aimeriez lire un article sur un sujet en particulier, faites-nous le savoir. Nous pourrions peut-être prendre des dispositions pour en rédiger un.

Octobre est le Mois de la philatélie. Célébrons-le tous. ✉

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

Dear Editor,

I read our president's message that the society is giving consideration to having the journal sent out as a digital copy via e-mail. I belong to both the British Society of Russian Philately (BSRP) & the Rossica Society, as well as the American Association of Philatelic Exhibitors. The two Russian societies encourage members to get the digital version of the journals, but still produce a CD Rom & a printed copy of the journal, of which members are free to pick the format they wish. Rossica produces two journals per year, spring & fall, & I think a number of members get both the CD Rom & printed copy. Many of the BSRP & Rossica members have e-mail addresses but I do not get the impression we have a whole bunch of computer nerds, we definitely have some.

One thing that is attracting the attention of both executives is the fact that the digital copy is significantly cheaper to produce & send than the printed journal. In essence those members getting the digital copy are subsidizing the printed journal. Sooner or later that inequity will have to be addressed. The dilemma is however, the societies cannot reduce membership dues for those receiving the digital version because we need the funds to run the society & to ask those getting the printed journal for more money may be enough to have them leave the society. Increased postage costs each year are also another very major problem since our membership is worldwide. For myself, I ask for the printed version of all journals, I am not interested in printing my own copy as had been suggested by one of the former Rossica presidents. Ever tried printing a 120 page journal on both sides of the paper? It is time consuming, what will it look like in 20 years & how do you store or bind it? I think you are by now getting the impression that I would like my *Canadian Philatelist* journal as a printed copy. There is just something about getting that journal & flaking out in front of the fireplace or sitting at the cottage & reading it. That is my opinion. Take care & have a good holiday weekend.

Sincerely,

John D. Myke

Dear Editor,

I have just finished reading my May/June issue of *The Canadian Philatelist*, (Vo. 67, No. 3).

It was with sadness that I read President Pepall's article on going digital with the journal. I have been a Life Member, #12877, since 1983 and I have to tell you that I have no computer and, therefore, no access to the Internet. I would love to have a computer, but cannot afford one.

I have noticed that in your board of directors and committee listings in the journal, you show only computer addresses – no street addresses – which is too bad. It is always nice to receive mail with stamps.

Nor can I understand dealers. They are in the business of selling stamps, but do not appear to want to use stamps on their mail. I have seen many advertisers selling articles and stamps that I would have loved to have purchased, but could not reach them because they showed no mailing address in their ads.

This means that soon you will just stop sending me my journals and push me out. What shall happen to my Life Membership? Guess I will be obliged to just quit collecting. I cannot even write, if needed, to the National Office in Ottawa: no mailing address.

I love my journal, which I read from the first to the last page. I hope to receive your comments on this matter. Enclosing a stamp for your reply.

Sincerely,

Donald Jean
Richmond, QC

Dear Editor,

The feature article on page 218 of the July/August 2016 issue has two errors: 1) Fort Francis should read Fort Frances and 2) The Canadian Car & Foundry plant was not located there – it was in Fort William.

I worked on those planes as a draftsman in the Engineering Department where we built 555 Harvards.

Sincerely,

O.E. Olynyk
Thunder Bay, ON

Dear Editor,

The illustration at upper left on page 227of the "Sanitary Stamps" article in the JA 2016 *CP* shows a strip of four MAIL-OM-ETER stamps. The text on the stamps reads, "MAIL-OM-ETER / STAMP / APPLIED AT THE / RATE OF / 250 / PER MINUTE", but these are not discussed in the article. How were they used? It seems unlikely that they were dispensed from a machine.

Mike Street
Ancaster, ON

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QUEEN'S TITLE

Some members of our Society might not be aware that the Canadian definitive stamps of the Queen issued in 2009, 2010 and 2013 carry her title in English and French as follows: Her Majesty Queen Elizabeth II, Queen of Canada/La Majeste la reine Elizabeth II, Reine du Canada in very fine print, which appears as a dark trim on the rim of her hat in the 2009 and 2013 stamps and on what appears to be the edge of a page she is holding on the 2010 stamp.

The Queen's title appears on the lowest strand in a strand of pearls she is shown wearing on the 2016 commemorative stamp issued on January 11, 2016.

R.E. Gale
West Vancouver, BC.

'FORMIDABLE' DISPLAY OF SIERRA LEONE SHOWN TO ROYAL

It was the turn of the President, Frank Walton, to give the display to the members of The Royal Philatelic Society London on 19 May. His subject was Sierra Leone to 1961, a country he has collected for about 30 years.

In the first part the stamps were shown, including die proofs, essays, varieties, multiples, examples with the plate number, and 'Specimens'. The first stamps were issued in 1859: Frank showed the issues, mainly definitives, up to Independence in 1961.

The second section focused on markings on cover, including the early mail services to and from Sierra Leone, instructional marks, censorship, air mail, travelling post offices, meter mail, and village postmarks.



Frank Walton, President of The Royal Philatelic Society London (left), with Patrick Maselis, Senior Vice President, during the President's display.

The vote of thanks was given by a Past President of the Society, John Sacher, who commented that on display was a 'formidable collection', praising Frank for his 'complete knowledge'.

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 the Administrative Office (020 7486 1044).

EXCITING NEWS

All exhibitors at LAKESHORE 2016, the Annual Exhibition of the Lakeshore Stamp Club, having won a gold medal, were offered another very unusual souvenir medal.

Jean-Jacques Tillard launched his career as an exhibitor here at the Lakeshore 10 years ago. It was in 2006 that he exhibited for the first time and was awarded his first gold medal.

Jean-Jacques Tillard has exhibited his many collections on the Saint-Pierre et Miquelon philately all over the world. Thus he collected, at all levels, nearly one hundred gold medals. He won his 100th medal here on Saturday.

To mark this achievement Jean-Jacques Tillard offered to all gold winners an extra souvenir medal commemorating his own successes.

This beautifully crafted souvenir medal specially minted for the occasion was produced in a very limited number, making it a very nice philatelic souvenir.

NATIONAL POSTAL MUSEUM TO OPEN EXHIBITION

"Trailblazing: 100 Years of Our National Parks," opening June 9 at the Smithsonian's National Postal Museum, celebrates the centennial of America's national parks. The exhibition, open through March 25, 2018, chronicles the intersections between the mail and the parks.

Featuring objects from the museum's philatelic collection, as well as original postage stamp art from the U.S. Postal Service and artifacts loaned by the National Park Service, "Trailblazing" explores the myriad ways that mail moves to, through and from the national parks. Visitors can reflect on the incredible diversity of national parks—seashores, battlefields, monuments, historic sites and more—while exploring the origins of the national parks and historic sites.

Not only national parks, but other National Park Service sites such as national historic sites and national historical parks are included. Featured objects include mail to and from people of Japanese ancestry incarcerated during World War II at the Manzanar and Minidoka war relocation centers in California and Idaho, which became National Historic Sites in 1992 and 2001, respectively. The remoteness of these facilities meant that postal services were the only connection to the outside world.

"This exhibition marks the centennial of the National Park Service by exploring how the parks and the mail are intertwined, sometimes in surprising and unusual ways," said Daniel Piazza, chief curator of philately. "We've also managed to bring a little bit of the national park experience indoors through artifacts and photographs loaned by Grand Canyon, Sequoia, Petrified Forest and other national parks."

Tourism to the active volcano at Kilauea on the island of Hawaii took off when it became a national park in 1916, just a few weeks before the National Park Service was created. A popular early tourist activity was walking out onto the hard crust of an active lava flow and using a stick to thrust their postcards into a fissure and scorch it before mailing.

Post offices in the national parks are not just for tourists sending picture postcards back home, however. Park rangers, seasonal employees and backpackers live deep inside many national parks and rely on a range of postal facilities for books, movies, magazines, medicines, hardware and other small articles.

Gen. Leslie Groves, physicist J. Robert Oppenheimer and more than 6,000 other personnel who developed the atomic bomb at Los Alamos National Laboratory in New Mexico once sent and received their mail from several undercover addresses, including P.O. Box 1663 in nearby Santa Fe. Los Alamos National Laboratory became part of Manhattan Project National Historical Park in 2015.

Visitors will be immersed in an environment inspired by the national parks—setting the stage for contemplation, conversation and appreciation. One of the museum's goals is to motivate visitors to visit and explore the actual parks. The exhibition is designed as a springboard for more questions and deeper curiosity about America's national parks. This trailblazing spirit is at the heart of the history, objects and stories featured in the exhibit.

In celebration of the exhibition opening, the museum will host "National Parks Family Day" Saturday, June 11. Visitors will learn about the long history between the National Park Service and U.S. Postal Service by engaging in fun activities for the entire family. Each family will receive an activity booklet to guide them through various stations and activities to achieve "Junior Ranger" status.

NOUVELLE EXCITANTE

Tous les exposants qui gagnèrent une médaille d'or à LAKESHORE 2016, l'exposition annuelle du Club philatélique du Lakeshore, reçurent en supplément, une médaille souvenir exceptionnelle.

Jean-Jacques Tillard débuta sa carrière d'exposant il y a 10 ans en gagnèrent sa première médaille d'or au Lakeshore. C'était en 2006.

Jean-Jacques Tillard a exposé ses collections sur la philatélie de Saint-Pierre et Miquelon à travers le monde. Il a ainsi récolté en dix ans presque 100 médailles d'or, à tous les niveaux. Il gagna sa centième médaille ici même, dix ans après sa première.

Pour marquer ce haut fait de la philatélie Jean-Jacques Tillard offrit à tous les gagnants d'une médaille d'or, une autre médaille souvenir commémorant ses propres succès.

Cette magnifique médaille, frappée spécialement pour l'occasion en un nombre très limité d'exemplaires, constituera un beau mémento philatélique.

CONGRATULATIONS, MARILYN!

Director Marilyn Melanson was recently presented with the Sovereign's Medal for Volunteers by the Governor General.

Every year for the past 25 years Marilyn has visited seniors homes to complete income tax returns. In 2016 she filled out more than 500 returns. Her husband, Lloyd, also volunteers and was awarded the medal as well.

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EXPLAINING THE 1897 NEWFOUNDLAND TRIAL SURCHARGE OVERPRINT:

Missing Surcharge Mystery – An Opinion

By John M. Walsh, FRPSC

This article collects and discusses information on the plates used in making the 1897 Newfoundland Surcharge issue. I do not own any item in this article, but present material from the sources indicated. First shown are complete images of the die proofs from the plates used in making this 1897 Newfoundland Surcharge issue. Both die proof sheets, in red ink (fig.1) from Bob Dyer and in black ink (fig.2) from Jean-Claude Vasseur, are shown. I then prepared a digital cut taken from both to show comparisons (fig. 3 and fig. 4). Jean-Claude Vasseur[4] found that the initial die was struck using red ink. He also found that the same die setup, with corrections, was struck in black ink. The right-hand side digital cuts from both dies show that both have the same spacing settings (fig.3; fig.4). The dies show how the printing plate was designed. All images presented can be found in reference.[2] I have found a difference between the two lines below ONE CENT. This requirement is needed to deter-

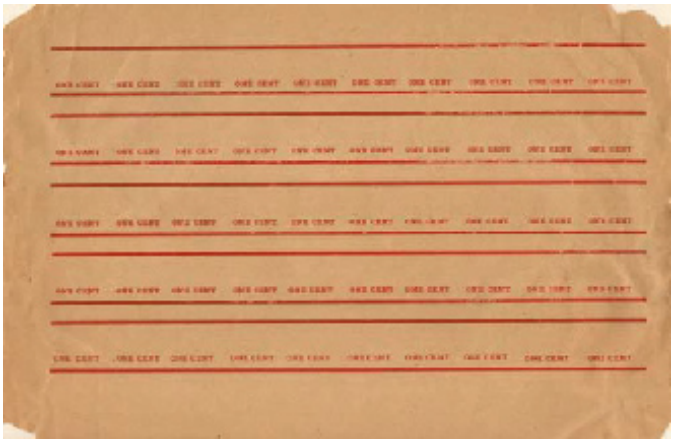


Figure 1.

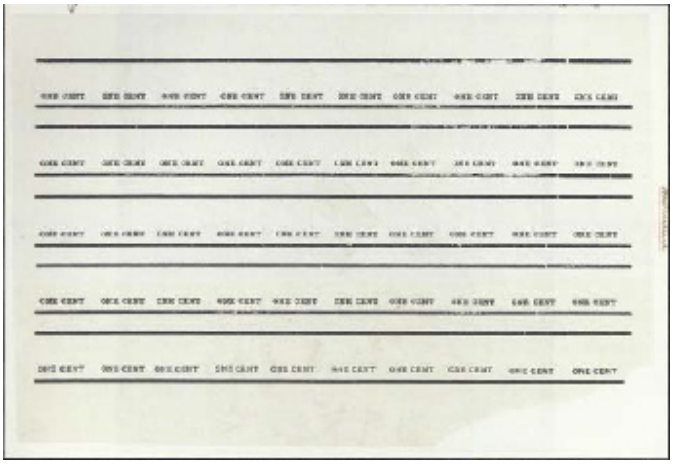


Figure 2.



Figure 3.

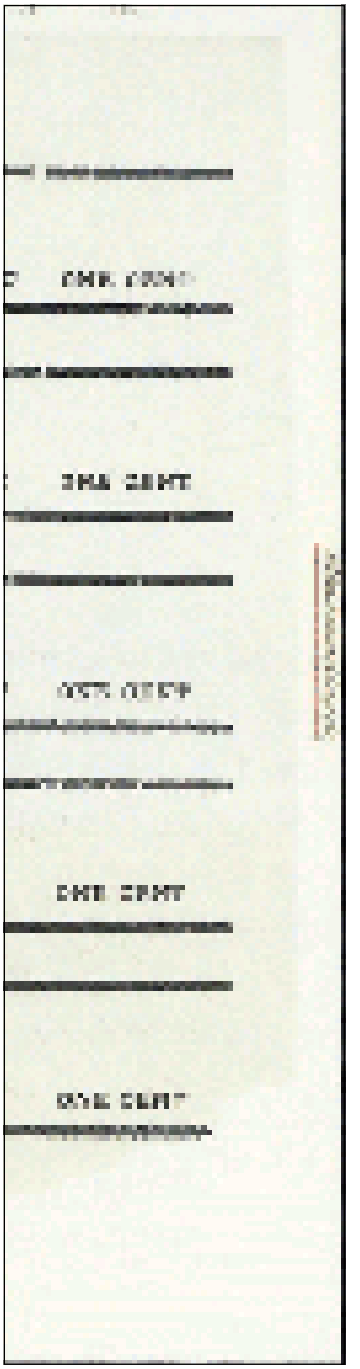


Figure 4.

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Figure 5.

Figure 6.

mine in which horizontal row an item belongs when the overprint is missing. Why? Because several of the horizontal spacings between the lines above and below ONE CENT have the same width (17.5 mm). This information is required because several 1897 Newfoundland Surcharge Issue stamps have these missing surcharge items (fig.5) as previously listed in[2] plus another block (fig.7), the focus of this article. This block was offered in a David Feldman auction sale.[6]

To start, I used a vertical digital cut from an issued sheet to compare (fig.5) against all five horizontal rows (fig. 6). The comparisons with fig. 5 are featured: issued top row is 17 mm; lines do not match. With third line



Figure 7.



Figure 7a.



Figure 7b.

distance at 6.8 mm. issued second row is 17.5 mm; lines do not compare. With third line distance at 7 mm. issued third row is 18 mm; lines do not compare. With third line distance at 6.3 mm. issued fourth row is 17.5 mm; lines do compare. With third line distance at 5.9 mm the determination is that this pair (fig.5) having the surcharge and missing surcharge area is from the fourth horizontal row. This pair has been shown in an earlier publication. [1] The marketplace[6] shows the block (fig.7). It is shown placed between two images of the pair shown in fig.5. This comparison is done assuming both items are from the same overprinted sheet to determine from which side of the block it originated. Observation shows that its sheet placement is located to the left side of the block due to the slope of the lines being congruous. And as this pair and Feldman block (fig. 7) are congruous, then the block is from the fourth row. I feel these six stamps likely originated from the same sheet.

I then took a digital cut of horizontal line 4 from the Dyer-owned surcharged issued sheet. This is done in order to determine the positional placement of the Feldman block on that line. The Feldman block shows that the vertical stamp image on the top left is higher than the top right image. Looking along the fourth horizontal line, notice that positions 38 and 39 demonstrate the same placement. Thus the Feldman block (fig.7) is from that position on the strip. Further proof is shown by digitally cutting the ONE CENT and placing it onto the fourth row images to show the positions with which it would align. Alignment is found as follows: align 31, 32; non-align 32, 33; non-align 33, 34; non-align 34, 35; align 35, 36; non-align 36, 37; align 37, 38; align 38, 39; align 39, 40. Combined with the vertical difference, observe that the Feldman block is from position 38, 39. This comparison is shown in fig. 8.

With the positioning now determined the question remains: How did the absence of the bottom part of the surcharge on the fifth row occur? One must surmise that a foreign object came between the inked plate and the stamp image sheet being printed. To have the bottom part of the overprint missing on the bottom fifth row suggests that something covered that area, thus preventing application of the ink there. Or was it possibly something else?

Again looking into the marketplace. I find several misplacement examples NSSC 66 e (fig. 9, 10) from the overprinting of these surcharged sheets. Presented are examples that suggest, at a minimum, that two sheets were involved showing different positional registration problems during this printing process. But to me these are just misprinting problems of sheets that miscued when going through the press.

A most unusual situation is shown with this fig.7 block. It has been certified as genuine (fig. 7b). However, no mention of an offset is made in the certificate! But, on the reverse there is a faint but definite mirror image offset in red ink (fig. 7a). To have a mirror offset placement on the back an identical stamped sheet had to precede the one following and its ink had not completely dried. But in this case the previous sheet had been printed in red ink and also had the missing bottom part of the surcharge! As for fig.5, the seller did not mention anything about the reverse.

Here is my explanation. Looking at the printing I realize that the top four horizontal lines are complete and are all in the same font. It is quite possible that this was a test run to see how the printing would look in all that available same font type. As it looked okay, most likely a decision was made to set the bottom row in any font type that was suitable to accomplish the required job. As the previous trial printing was in red ink, to cause a mirror offset, a test run had to have been done using red ink prior to us-



Figure 8.



Figure 9.



Figure 10.

ing black ink; otherwise the red offset would not have occurred. This term leads to thinking that both inks were being tested at the same time to determine ink colour choice. However, it is my understanding that printing ink usually dries fast, so an iron-clad explanation is difficult. BUT the offset has occurred.

An opinion is now offered. In my previous two-part research article[3] I showed that many red-inked and many red- and black-inked trial surcharge sheets were printed. Jean-Claude Vasseur[4] determined that a complete 50-position red die proof sheet was initially created prior to the complete 50-position black-inked die proof being created. He showed that some areas printed in red were repaired prior to doing the black-ink proofing. From Reference 5 a more detail examination is offered.

Within this article, with the shown missing overprint items, I am suggesting that prior to the complete proof sheet being created, sheets having only the four rows of print type were initially tested - most likely to see how the print plate looked prior to the bottom row being developed. This would have been done because it was discovered that not enough type of the same font was available, so a substituted font type would be needed and inserted into the printing plate to finish the last row. Initially the ink used was red and then the print plate was wiped and ink applied to it and a print was done. It landed on the still-damp previously printed red-inked sheet. Thereby a red mirror offset was pressed onto the back of that descending black printed sheet.



Figure 11.

To me the sequence employed in the overprint testing was: a) printing plate had four rows + the fifth row top line surcharge font (conventionally called) type A laid out; b) a print was done in red ink; c) then a print in black ink was done; d) because it landed on the previously still damp red-inked print; e) the printing plate then had the two different font types (conventionally called font type B; type C) - plus the lower line added to the fifth row of the plate; f) this intact printing plate was then used to print a series of red-inked plate proofs; g) it was noticed that some ink type (lines and some of the letters) were poorly formed; h) these poorly shaped print type/s were fixed; i) determination of this is shown by (fig. 11) having the repaired printing plate utilized to print in black ink onto some of the previously printed red inked proofing sheets; j) with the printing plate now ready the surcharging print run was done in black ink (fig. 12).

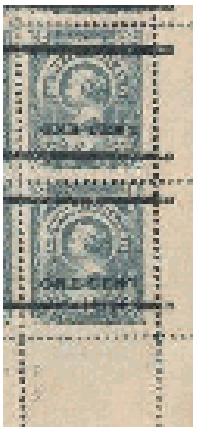
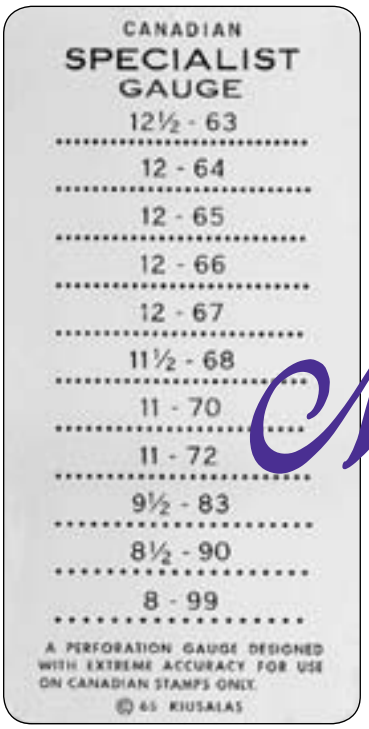


Figure 12.

Now wouldn't it be fascinating to discover a red-inked pair displaying the missing bottom row surcharge! ✉

REFERENCES:

1. ***Walsh Newfoundland Specialized Stamp Catalogue*** **various pre-10th ed.**
2. ***Walsh Newfoundland Specialized Stamp Catalogue*** **10th ed. 2016**
3. **John M. Walsh. "1897 Newfoundland Red Overprint Surcharge How many red overprinted sheets were printed?"** ***The Canadian Philatelist*** **Sept/Oct 2014 pp. 279-285 and Mar/Apr 2015 p. 94-96)**
4. **Jean-Claude Vasseur.** ***Newfie Newsletter*****, Number 160, July/September 2015**
5. **John M. Walsh. "1897 Newfoundland Red; Red and Black Trial Surcharge Overprints, examination of why they are trial surcharges."** ***The Canadian Philatelist*** **March/April 2016 pp. 87-89**
6. **David Feldman SA auction #192 lot # 50651 (Feldman block; fig. 7)**



Common Measurements



By Julian J. Goldberg

Between Kiusalas' Canadian and United States Perforation Gauges

Richard A. Kiusalas made two different specialist perforation gauges that were copyrighted in 1965. One gauge was made for Canadian stamps and it is the Canadian Specialist Gauge. The other gauge was made for United States stamps and it is the United States Specialist Gauge. These gauges were made to measure the distance between perforating machine pins or holes in thousandths of an inch (1/1000" = 0.001").[1]

When comparing both perforation gauges, there can be found five different line perforation gauge measurements that appear to be the same on both perforation gauges. These common-line perforation gauge measurements are as follows:

Could there be a general description of a perforating machine and then an explanation in words of the meaning 12.5-63 etc. and 12-66=11.93 used later ? What is a common-line? Could a drawing help understanding?

12.5-63 (0.063" between pins or holes which is around 12.50 perforations per two centimeters),

12-66 (0.066" between pins or holes which is around 11.93 perforations per two centimeters),

12-67 (0.067" between pins or holes which is around 11.75 perforations per two centimeters),

11-70 (0.070" between pins or holes which is around 11.25 perforations per two centimeters),

(0.072" between pins or holes which is around 10.94 perforations per two centimeters).

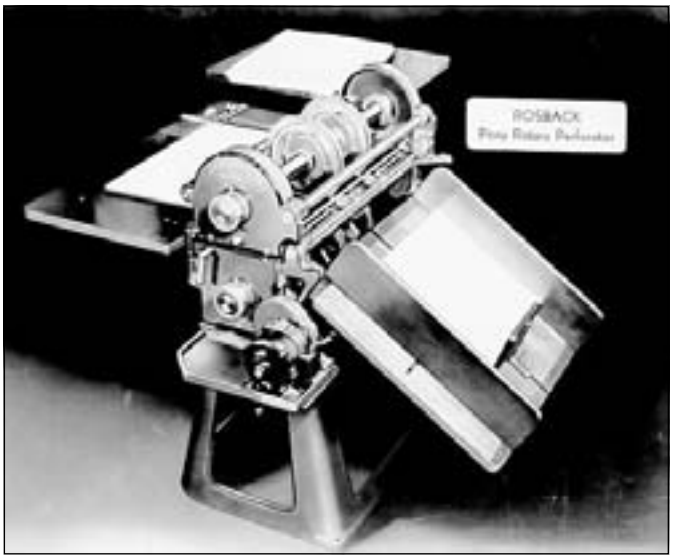
With regards to the above line perforations, there are two different line perforations that on closer examination are not exactly the same kind of line perforations from the same line perforating machine.

Line perforation 12.5-63 was made by two different types of perforators. On the Canadian Specialist Gauge, the holes are slightly larger than on the United States Specialist Gauge. This perforation is an uncommon perforation that is only found on two different regular postage stamps. Canada Scott # 37d from 1870 has this perforation along with some Canadian revenue stamps and U.S. Scott # 536 from 1919 along with some U.S. revenue wine stamps has this perforation. The Canadian perforation was made by a George C. Howard small rotary wheel perforator with U.S. patent # 32,370 of 1861.[2] The U.S. perforation was made by a Frederick Peter Rosback large rotary wheel perforator with U.S. patent # 1,127,092 of 1915.[3] Thus, these two perforations are different from each other since they were each made by two different perforating machines.

Line perforation 12-67 was also made by two different types of perforators. On the Canadian Specialist Gauge, the holes are also slightly larger than on the United States Specialist Gauge. For Canada, this perforation was used on early Canadian postage stamps from 1858 to 1876 such as the Pence Issue, First Cents Issue and Large Queen Issue. The Canadian perforation was made by a



Howard Perforator



Rosback (Rotary) Perforator



Rosback (Stroke) Perforator

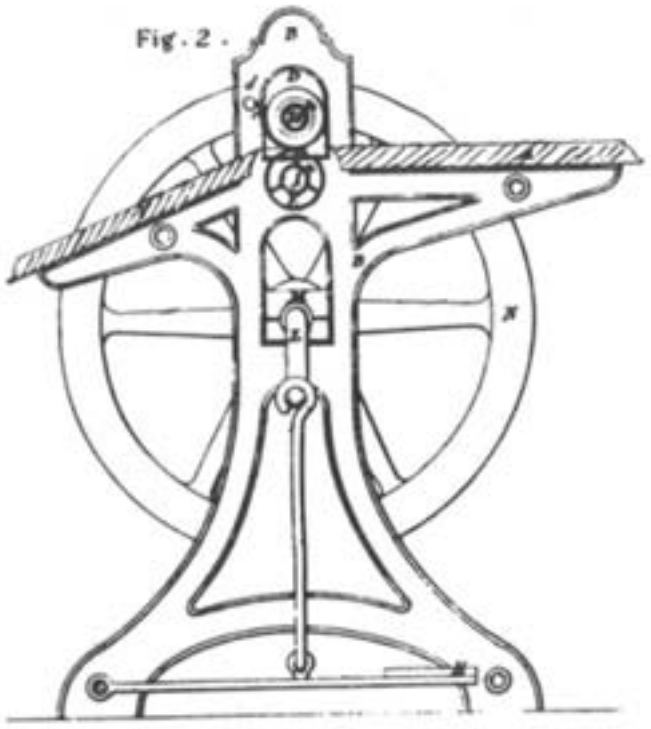
George C. Howard small rotary wheel perforator.[2] For the U.S., this perforation was used mostly on U.S. high value documentary revenue stamps from 1914 to 1958 along with some U.S. revenue wine stamps. The U.S. perforation was made by a Frederick Peter Rosback stroke perforator with U.S. patent # 1,125,723 of 1915.[4] Thus, these two perforations are also different from each other since they were each made by two different perforating machines.

This now leaves only line perforations 12-66, 11-72 and 11-70 as the only three line perforations in common between the Kiusalas Canadian Specialist Gauge and the Kiusalas United States Specialist Gauge. Wheel line perforations 12-66 and 11-72 relate to perforator perforating pin and hole wheels in rotary wheel one-way perforators whereas bar line perforation 11-70 relates to perforator perforating pin and hole bars in bar and wheel combination two-way perforators and later electric eye bar and wheel perforators for U.S. stamps.

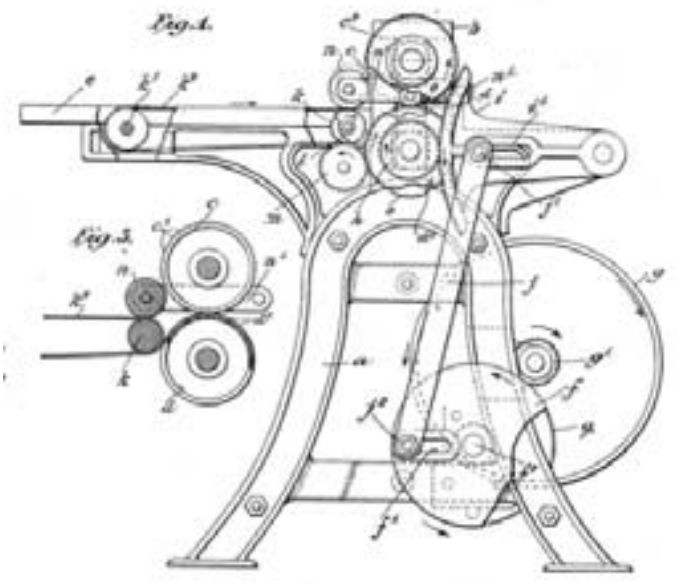
(What does this mean ?)

Manufacturers of rotary wheel perforators have been William Bemrose & Sons, Derby, Derbyshire, England, UK with U.K. patent # 2607 of 1854;[5] the George C. Howard Company of Philadelphia, PA;[6] the Universal Telegraphic Company of Baltimore, MD;[7] the American Bank Note Company of New York, NY with U.S. patent # 1,120,753 of 1914 and John McAdams & Sons, Inc. of Norwalk, CT which made rotary wheel L-Perforators.[8] Manufacturers of bar and wheel perforators have been the Crown Cork & Seal Company of Baltimore, MD[9] and the Harris-Seybold Company of Cleveland, OH, which made electric eye bar and wheel perforators.[10]

For Canadian postage stamps, wheel line perforation 12-66=11.93 was made by rotary wheel perforators and was used by the American Bank Note Company from 1862 to 1867, by the British American Bank Note Company from 1868 to 1896, by the American Bank Note Company from 1897 to 1922 and by the Canadian Bank Note Company from 1922 to 1967. From 1962 to 1974, most Canadian line perforation 12 postage stamps measure around 12-66.5=11.84 perforations per two centimeters as made by L-Perforators. For U.S. postage stamps, wheel line perforation 12-66=11.93 (most) and 12-66.5=11.84 (some) were made by rotary wheel perforators and used by the National Bank Note Company from 1861 to 1872 (using wheels that were three times larger in size[11]), by



Bemrose Perforator



American Banknote Perforator

the Continental Bank Note Company from 1873 to 1878, by the American Bank Note Company from 1879 to 1893 and by the Bureau of Engraving and Printing from 1894 to 1914. Also, some line perforation 12-66=11.93 U.S. stamps were issued in 1943, 1944, 1967, 1968 and 1979 and were perforated by the American Bank Note Company.

For Canadian postage stamps, wheel line perforation 11-72=10.94 was made by rotary wheel perforators and used by the British American Bank Note Company from 1930 to 1935 and first used starting from the late 1880's for some revenue stamps. From 1968 to 1978, Canadian line perforation 11 postage stamps measure around 11-72.5=10.86 perforations per two centimeters as made by L-Perforators. For U.S. postage stamps, wheel line perforation 11-72=10.94 (most) and 11-72.5=10.86 (some) were first used in 1915 (experimental) and from 1917 to 1956 (regular) for flat plate printed sheet fed stamps by the Bureau of Engraving and Printing (BEP). From 1957 to 1985, L-Perforators with wheel line perforation 11-72=10.94 (some) and 11-72.5=10.86 (most) were used for Giori press and other sheet fed printed stamps by the BEP. Line perforation 11-72.5=10.86 vertically was made by the wheel on the bar and wheel perforator for U.S. Scott # 542. Also, some line perforation 11-72.5=10.86 U.S. stamps were issued from 1979 to 1994 and were perforated by the American Bank Note Company.

For Canadian postage stamps, bar line perforation 11-70=11.25 horizontally was used from 1930 to 1932 by the British American Bank Note Company for Stickney rotary press wet (and dry) printed sheet and booklet stamps made by the bar on the bar and wheel perforator. Also, some stamps are found to measure bar line perforation 11-71=11.09 perforations per two centimeters horizontally. However, the Stickney rotary press stamps were also perforated with wheel line perforation 11-72=10.94 vertically made by the wheel on the bar and wheel perforator. For U.S. sheet and booklet stamps, bar line perforation 11-70=11.25 horizontally mostly (or vertically sometimes) was used from 1926 to 1962 for Stickney rotary press wet printed web-fed stamps. Bar and wheel perforators were used from 1926 to 1939 with bar line perforation 11-70=11.25 for Stickney rotary press wet printed web-fed stamps. Electric Eye perforators were used experimentally from 1935 to 1939 and regularly from 1939 to 1962 for Stickney rotary press wet printed web fed stamps. They were also later used for perforating the stamps printed by several different dry printed web fed rotary presses (Huck, Huck-Cottrell, etc.) Why are these names here? is there a reference ? in 1952 and from 1954 to 1985. In addition to being bar-perforated, U.S. rotary press sheet and booklet stamps (both wet and dry) were also perforated in combination with wheel line perforation 10.5-75=10.50 perforations per two centimeters vertically mostly (or horizontally sometimes) made by the wheel on the bar and wheel perforator (1926 to 1939) and on the electric eye perforator (1939 to 1985) in combination with bar line perforation 11-70=11.25 of the bar on the bar and wheel perforator (1926 to 1939) first and later on the bar and wheel electric eye perforator (1939 to 1985).

From the booklet Perforation Measurements of United States Stamps, Reprint Series, No. 2, Bureau Issues Association, Inc., May 1994; important information can be obtained from the article entitled "Perforation Measure-

ment and Scott #544" by Larry S. Weiss on page 13 and also in The United States Specialist, October 1986, page 454 with regards to the following important perforator wheel references which apply to both U.S. and Canadian postage stamp perforation measurements 12-66, 11-72 and 11-70:

(These references should be placed in the list below)

1) Leavy, J. B. "Fake Perforations", The Philatelic Gazette, May 1918, pgs. 154-155.

2) "Perforation Spacing on the 1908-1919 Issue", Stamps, Nov. 23, 1935, pg. 310.

(Why not place the above refs in the Reference list ???)

From these two references, important information can be obtained relating to both U.S. and Canadian postage stamp perforation measurements. From the first reference above, it states the 12 perforation having 192 pins to the wheel and the 11 perforation having 176 pins to the wheel. From the second reference above, it states the number of holes (on the perforation 11) perforating wheel as 176 holes and the diameter of the perforating hole wheel as 4.0625" (4 1/16"). Also for the bar, it states that the distance between centers of holes in die bar as .07" (0.070") since this may be the original and initial reference from which Kiusalas got his idea to use the one-thousandths of an inch (1/1000" = 0.001") measurement in his perforation gauges. Also mentioned in the second reference is a wheel with a 4.0695" diameter and 170 holes on it for the bar and wheel perforator and the experimental electric eye perforator (1935 to 1939). This would be around 10.47 perforations per 2 centimeters for the 10.5-75=10.5 perforations per 2 centimeters as aforementioned. However, this may be a mistake for a diameter of 4.0625" (4 1/16") since with 170 holes it would be around 10.49 perforations per 2 centimeters, which is closer to 10.5 perforations per 2 centimeters. From 1939 to 1985, the regular electric eye perforator had large perforating wheels of 9.910" diameter and 415 holes on it making around 10.5 perforations per 2 centimeters [10].

By calculation, a wheel with a diameter of 4.0625" (4 1/16") would have a circumference of around 12.76" so that a wheel with 192 pins would give around 11.85 perforations per two centimeters and a wheel with 176 pins would give around 10.86 perforations per two centimeters. However, this does not come close to nor correspond to 11.93 perforations per two centimeters for 12-66 and 10.94 perforations per two centimeters for 11-72. It is more likely that this wheel diameter measurement was used on the wheels of bar and wheel perforators for U.S. Stickney rotary press stamps such as for the aforementioned 11-72.5=10.86 for U.S. Scott # 542.[12] Also, this would appear to correspond more closely with the perforation measurements of Canadian stamps perforated by L-Perforators as aforementioned in this article as around 12-66.5=11.84 perforations per two centimeters and 11-72.5=10.86 perforations per two centimeters.

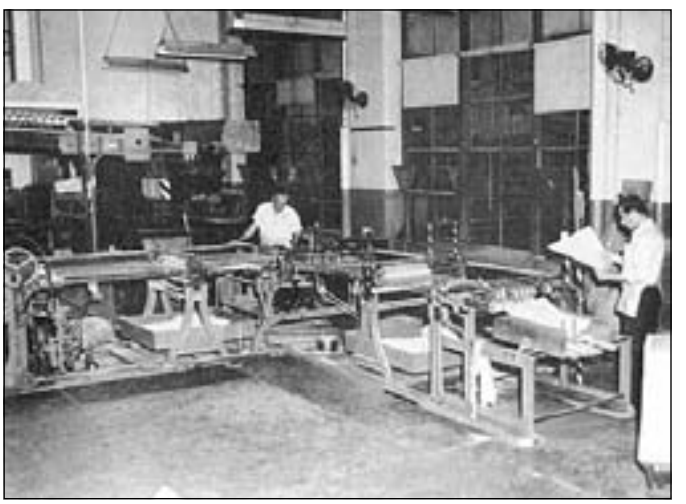
By measurement and calculation, the wheel would have had to have had a diameter of around 4.03125" (4 1/32") which would have had a circumference of around 12.66" (12 2/3") instead so that a wheel with 192 pins would give around 11.94 perforations per two centimeters and a wheel with 176 pins would give around 10.94 perforations per two centimeters. These do come close to and correspond to 11.93 perforations per two centimeters for 12-66 and 10.94 perforations per two centimeters for 11-72.

The following calculations confirm that all of the calculated numbers used are consistently correct:

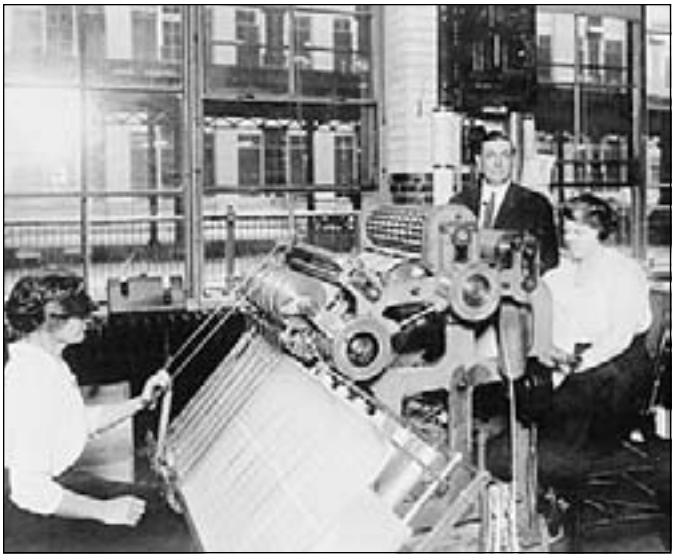
0.066" (between pins or holes as per Kiusalas) x 192 (pins or holes as per Leavy) = 12.672" (wheel circumference) 0.072" (between pins or holes as per Kiusalas) x 176 (pins or holes as per Leavy) = 12.672" (wheel circumference) 0.066" (between pins or holes as per Kiusalas) x 192 (pins or holes as per Leavy) = 12.672" 0.072" (between pins or holes as per Kiusalas) x 176 (pins or holes as per Leavy)



Universal Telegraph Perforator



McAdams Perforator



Crown, Cork, & Seal Perforator

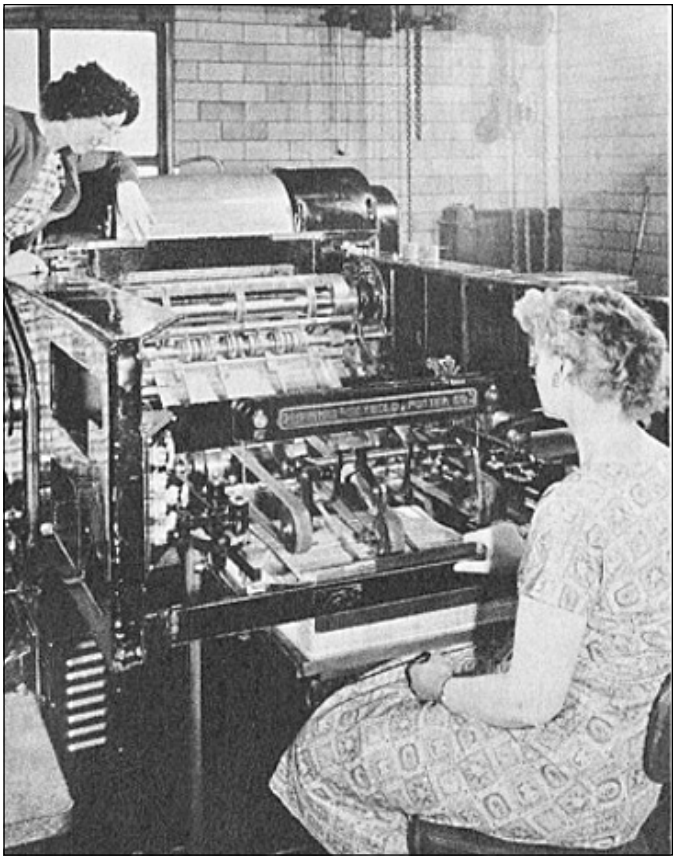
(To me these two lines are identical to the two just above. I do not see why they should be repeated)

(circumference) /pi (3.14159265359) = 4.03362287772" (wheel diameter)

Since both calculations have the exact same result, it can be assumed that all numbers used are correct. Thus, wheels with both the same diameter and the same circumference were used for both line perforations. The closest basic standard imperial linear measurement with a fraction that corresponds to the above diameter measurement is 4 1/32" (4.03125") and the closest basic standard imperial linear measurement with a fraction that corresponds to the above circumference measurement is 12.6645453848" (12 2/3"?).

0.070" (between pins or holes as per Kiusalas) x 247 (pins or holes as per Kohler[13]) = 17.29" (used bar length).

By closest basic standard imperial measurement and calculations, the bar would have had 247 pins or holes in a used bar length of 17 9/32" (17.28125), which would give around 11.25 perforations per two centimeters.[13] ✉



Harris-Seybold Perforator

ENDNOTES:

[1] "Specialized Perforation Gauges", Richard A. Kiusalas, *The Bureau Specialist*, February 1966, Number 37, Volume 2, Pages 60 to 61.

[2] "Early American Perforating Machines", *The 3c. '51-'57 Chronicle*, Edgar H. Kent, Tracy W. Simpson, July 24, 1954, Issue Number 20, Volume 7, Number 2, Page 2.

[3] "United States Stamps: APS Acquires Rosback Rotary Perforator", Ken Lawrence, *The American Philatelist*, September 1995, Volume 109, Number 9, Pages 824 to 826.

[4] "In Search of the Bureau Perforated Series of 1934 Red Bottle Stamps", Ronald E. Lesher, *The American Revenuer*, November-December 2006, Volume 60, Number 6, Pages 173 to 175.

[5] Early American Perforating Machines and Perforations, Winthrop S. Boggs, *The Collectors Club Inc.*, September 1954, Pages 2 to 10.

[6] Wiley's American Iron Trade, *Directory of General Machine Works, Etc.*, 1874, Page 139.

[7] *The United States Postage Stamps Of The 20th Century 1901-1922*, Volume 1 (Revised Edition), Max G. Johl, March 1937, H.L. Lindquist, Page 149.

[8] "A Brief History of John McAdams & Sons, Inc.", *The Norwalk Hour Special Edition*, August 12, 1958, Page 15.

[9] Stamp Perforations with Particular Emphasis on Canadian Stamps, Richard A. Johnson, *British North American Philatelic Society*, 2009, Pages 62 to 65.

[10] "United States: Modern [1940's] Perforating Machines", *The Collectors Club Philatelist*, J.M. Kohler, July 1960, Number 39, Volume 4, Pages 187 to 188 and 207.

[11] *Early American Perforating Machines and Perforations*, Winthrop S. Boggs, The Collectors Club Inc., September 1954, Pages 27 to 28.

[12] "Perforation Measurement", The Expert's Book A Practical Guide to the Authentication of United States Stamps Washington/Franklin Issues 1908-1923, Paul W. Schmid, *Palm Press*, 1990, Page 190.

[13] "United States: Modern [1940's] Perforating Machines", *The Collectors Club Philatelist*, J.M. Kohler, July 1960, Number 39, Volume 4, Page 188.

GELDERT MEDAL FOR 2015 AWARDED TO DAVID PIERCEY, FRPSC

George Pepall, President of The Royal Philatelic Society of Canada (RPSC), today announced that David Piercey of Edmonton, Alberta is the 2015 recipient of the Geldert Medal.

Mr. Piercey is receiving the award for his article "The Montreal Steamers and the Newfoundland Mails 1885 - 1897", which was published in the May/June 2015 issue of *The Canadian Philatelist (TCP)*, the journal of the Society.

The Geldert Medal selection committee, in a unanimous decision, spoke highly of Mr. Piercey's article. "It is an excellent piece of research, well-written, erudite, well footnoted and referenced. It constitutes original research on a maritime postal history subject not written about previously and is based on a careful research of secondary sources and contemporaneous newspaper articles. It is well illustrated with appropriate newspaper ads and postal history showing mail carried on this significant but undocumented postal service."



When informed of the award, Mr. Piercey replied, "That is unexpected news! The Geldert Medal is a significant award. It is given out only after great consideration. I am honoured to receive it. Such an award shows that personal study and research, whether in philatelic writing or in forming competitive stamp exhibits, is an important part of philately. My archival work in researching Newfoundland postal matters, for example, demonstrates that there is still so much more to discover behind the stamps and postal history we all collect, and that we have an obligation to expand the knowledge base through the public record our writings thus create."

President Pepall noted, "Geldert Medal winners are an inspiration to others and an important voice for our hobby. David Piercey has been a life-long collector, with particular specialized interests in the postal history of not only 19th century Newfoundland, but also of the Canadian Rocky Mountains, the northern coast of British Columbia, and the

LA MÉDAILLE GELDERT 2015 DÉCERNÉE À DAVID PIERCEY, FRPSC

George Pepall, président de La Société royale de philatélie du Canada (SRPC), a dévoilé aujourd'hui le nom du récipiendaire de la médaille Geldert 2015; il s'agit de David Piercey d'Edmonton en Alberta.

M. Piercey reçoit cette récompense pour son article, The Montreal Steamers and the Newfoundland Mails 1885 — 1897, publié dans le numéro de maijuin 2015 *du Philatéliste canadien*, la revue de notre société.

Le Comité de sélection pour la médaille Geldert, dans une décision unanime, a fait comme suit l'éloge de l'article de M. Piercey, « Une excellente recherche, bien rédigée, empreinte d'érudition, accompagnée de bonnes références et notes de bas de page. Il s'agit d'une étude originale sur un sujet d'histoire postale maritime n'ayant jamais été traité auparavant. Cette étude est basée sur une recherche minutieuse de sources secondaires et d'articles de journaux contemporains. L'article est bien illustré par des publicités de journaux et des éléments d'histoire postale pertinents décrivant le transport du courrier dans ce service postal important, mais non documenté ».

Quand il a su qu'il avait remporté ce prix, David Piercey a dit, « C'est une nouvelle à laquelle je ne m'attendais pas! La médaille Geldert est un prix prestigieux, remis seulement après un examen extrêmement minutieux. Je suis honoré de le recevoir. Un tel prix montre que l'étude personnelle et la recherche, que ce soit en rédaction ou pour le montage d'une collection de concours, constituent un volet important de la philatélie. Le travail que j'ai réalisé dans les archives en cherchant les sujets philatéliques relatifs à Terre-Neuve, par exemple, montre que l'histoire postale et les timbres que nous collectionnons recèlent encore bien des découvertes et confirme notre obligation d'élargir la base de connaissance grâce aux dossiers publics que nos écrits génèrent.

Le président Pepall a souligné que, « les gagnants de la médaille Geldert sont une source d'inspiration pour leurs compagnons et des porteparole de premier plan de notre loisir. David Piercey été collectionné pendant toute sa vie. Il s'est spécialisé dans l'histoire postale, non seulement de Terre-Neuve au dix-neuvième siècle, mais aussi des montagnes Rocheuses canadiennes, de la côte nord de la Colombie-Britannique et de l'Arctique canadien. Il est exposant actif au niveau national et président actuel du Programme d'évaluations et d'expositions. Il rédige

Canadian Arctic. He is an active exhibitor at the national level, he is also the current Chairman of the RPSC Judging and Exhibiting program, and writes an ongoing column "Let's Talk Exhibiting" for *TCP*. In 2010 he was elected a Fellow of the RPSC, in recognition of his contributions to Canadian philately."

Mr. Piercey's 2015 Geldert Award culminates a year of similar writing awards from other philatelic societies. In March 2015 he was awarded the Aikens-Hillson Trophy, awarded annually by the Canadian Philatelic Society of Great Britain for his article "Newfoundland's South Coast Mails 1892-1895", adjudicated as the best article of original research in BNA philately published in *Maple Leaves* prior to the Society's 2015 convention. In January 2016 he was a co-recipient of the prestigious Collectors Club of Chicago 2015 Pratt Award for the best-judged articles on Newfoundland philately, in acknowledgment of five different research articles on Newfoundland postal history he had published, in three different journals, that year. In February 2016 he was awarded the Randy Neil Award, awarded annually by the American Association of Philatelic Exhibitors for his article "Personal Study and Research in Exhibits" for the best article published in their journal *The Philatelic Exhibitor* for 2015.

Mr. Piercey continues to publish his research findings, with recent or forthcoming articles in *TCP*, *BNA Topics, The PHSC Journal, Maple Leaves*, and the newsletter of the BNAPS British Columbia Study Group. An avid outdoorsman, his other interests include camping, hiking and backpacking in Canada's western mountain parks.

The Geldert Medal is given for the article or series of articles in *TCP* judged the best researched and written. The standard expected of a Geldert award winning article is high. If none is judged sufficiently worthy in a particular year, the award is not given.

The award was established by Phyllis Geldert in memory of her husband, Dr. George M. "Mac" Geldert, FRPSC, a long-serving president of The RPSC (1958-1967). Mrs. Geldert put up the medal in 1967 shortly after Dr. Geldert's death. A notable stamp collector herself, Mrs. Geldert was prominent in many facets of RPSC work, including a directorship from 1967 to 1978. She also served as executive director for three years. She was elected a Fellow (FRPSC) in 1968. Mrs. Geldert died in 2000.

The Geldert Medal selection committee consists of RPSC members Ed Kroft, QC, Kevin O'Reilly, FRPSC and Charles J.G. Verge, FRPSC, FRPSL. ✉

également la chronique "Let's Talk Exhibiting" du *Philatéliste canadien*. En 2010, il a été nommé fellow de La SRPC en reconnaissance de sa contribution à la philatélie canadienne ».

La médaille Geldert 2015 de M. Piercey couronne une année de prix littéraires semblables, remportés auprès d'autres sociétés philatéliques. En mars 2015, il a reçu l'Aikens-Hillson Trophy, remis annuellement par la Canadian Philatelic Society of Great Britain pour son article « Newfoundland's South Coast Mails 18921895 », considéré comme le meilleur article issu d'une recherche originale en philatélie de l'Amérique britannique du Nord, publié dans *Maple Leaves* (La feuille d'érable) avant le congrès 2015 de la société. En janvier 2016, il a été corécipendaire du prestigieux Pratt Award 2015 du Collectors Club of Chicago pour des articles qui ont été jugés les meilleurs sur la philatélie à Terre-Neuve, et ce, en reconnaissance de cinq articles de recherche différents sur l'histoire postale de Terre-Neuve, publiés dans trois revues différentes cette année-là. En février 2016, il a reçu le Randy Neil Award, remis annuellement par l'American Association of Philatelic Exhibitors, pour son article « Personal Study and Research in Exhibits » en tant que meilleur article publié dans leur revue *The Philatelic Exhibitor* en 2015.

M. Piercey continue à publier les résultats de ses recherches dans des articles récents ou à paraître dans *Le philatéliste canadien, BNA Topics, The PHSC Journal, Maple Leaves*, et le bulletin du groupe d'étude de la British North America Philatelic Society de la Colombie-Britannique. Grand amateur de plein air, David Piercey s'adonne au camping ainsi qu'aux randonnées et aux grandes excursions pédestres dans les parcs des montagnes de l'ouest du Canada.

La médaille Geldert est accordée au meilleur article ou à la meilleure série d'articles du point de vue de la recherche et de l'écriture publiés dans *Le philatéliste canadien*. Le niveau auquel on s'attend pour un article gagnant de la médaille Geldert est élevé. Dès lors, si pour une année donnée aucun article n'est considéré comme étant du niveau approprié, le médaille n'est pas décernée.

Le prix a été institué par Phyllis Geldert à la mémoire de son mari, le docteur George M. « Mac » Geldert, FRPSC, président de longue date de La Société royale de philatélie du Canada (19581967). Mme Geldert a institué la médaille en 1967, peu après le décès de M. Geldert. Elle-même remarquable philatéliste, Mme Geldert a œuvré dans de nombreuses facettes du travail qu'accomplit La SRPC. Elle a été du nombre de ses directeurs de 1967 à 1978. Elle a aussi été directrice administrative pendant trois ans. Elle a été élue Fellow (FRPSC) en 1968 et est décédée en 2000.

Le Comité de sélection pour la médaille Geldert est composé des membres suivants de La SRPC : Ed Kroft, QC, Kevin O'Reilly, FRPSC et Charles J.G. Verge, FRPSC, FRPSL. ✉

PART I

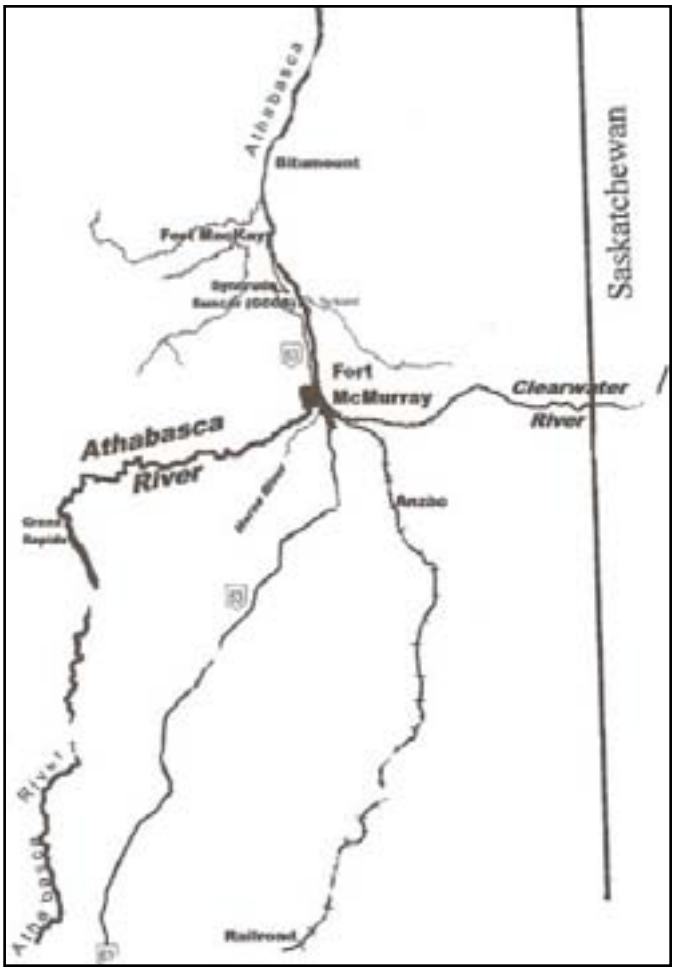
FORT McMURRAY, ALBERTA

By David Piercey, FRPSC

The recent wildfire in Fort McMurray, Alberta has increased public attention and awareness of this northern Alberta community, as the devastating effects of the fire on that city and its almost 90,000 residents was one of the most newsworthy and storied Canadian events of 2016. Yet deep in the background remains its philatelic story too, and the richness of its postal history deserves a greater telling in order to reveal the complexity of its evolution from frontier outpost to modern city, and from an area with only nascent oil sands extraction to its current prominence within the petrochemical industry and the Canadian economy.

Yet it is a story not only of oil sands extraction and development, but also of the HBC and its fur trade, of paddle wheel steamboats carrying freight (and tourists) to the Arctic, of bush planes and semi-official air mail flights to remote communities and mining camps in the north, of the US Army and its quixotic attempt at building North America's most northerly oil pipeline and of early warning radar site operations at the height of the Cold War. These are all topics which can be discussed and illustrated through recourse to the area's postal history that documents these various strands.[1]

Finally, much of the postal history of the area is uncommon, and requires some diligent searching to form a representative collection. Fortunate too would be the collector who could also find a copy of a postmark from either of two, in particular, post offices in the region as no strikes from either of these offices are currently reported by specialized Alberta post mark collectors!



Map of Fort McMurray area.

THE TOWN OF FORT McMURRAY

Henderson's Directory gives the following description of Fort McMurray in 1911:

A fur trading post on the Athabasca River at its confluence with the Clearwater River, at the foot of Grand Rapids in the electoral district of Athabasca. It is 240 miles from Athabasca Landing, the nearest telegraph, and 300 miles from Vegreville, the nearest railway station. It is reached by boat in summer and dog team in winter. There is plenty of good timber in the vicinity and fairly good ranching country. Tar sands and silica sands abound, from which radium, of enormous value, is taken. Mails six times a year. Population 50.[2]

The accompanying map illustrates the Fort McMurray area showing its location between the Athabasca and Clearwater rivers and includes several of the communities in the immediate area.

Mails six times a year! It is hard for many of us to conceive of a time, just over 100 years ago, when a community would be so remote as to occasion only such a limited frequency of mail delivery. But, that this was the case for many such communities throughout the Canadian expanse must be acknowledged in order thus to appreciate the scarcity of the earliest postal history of so many of our wilderness communities.

Fort McMurray began in the early 1800s as a minor HBC post in the fur-rich Athabasca region of the Hudson's Bay Company's (HBC) empire. The region has particular historical interest as many of the great Canadian explorers – Henry Kelsey, Peter Pond, Alexander Mackenzie, David Thompson – all passed through the area in their travels west or north; Sir George Simpson, the HBC Governor-in-Chief, was making his storied voyageur tours to the west coast from Hudson Bay through the Athabasca district; and even Sir John Franklin traveled up the Athabasca and

Mackenzie rivers on his second expedition to the Arctic, remaining in the area in the period 1825-27, even awaiting his mail at the HBC post in Fort McMurray.[3]

The HBC post began to come into some prominence in the late 1800s after the completion of the trans-Canada CPR railway when the company began to build and operate freighting scows on the Athabasca River between Athabasca Landing 160 kilometers north of Edmonton and Fort McMurray, another 400 kilometers distant. At Fort McMurray the freight was reloaded onto paddle steamers destined for all the HBC's northern posts - from its major centre at Fort Chipewyan on Lake Athabasca and then further down the Mackenzie River to its far northern trading posts. By this method too, all the furs from this vast region were returned south, destined for the fur warehouses in Edmonton and Winnipeg.



***SS Athabasca*, HBC paddle steamer**

Despite serving as a transshipment centre, Fort McMurray's population remained quite minimal, and it did not receive its first post office until June 1, 1909, where it was established in the premises of William Gordon, a fur trader and operator of a small general store in the nascent community alongside the Athabasca River. The post office was to remain in Gordon's store until 1921 when the centre of town had shifted up from the riverbank to a new main street, Franklin Avenue, and Henry Petty, an HBC accountant, became postmaster. Shown here is a real photo post card (RPPC) depicting Gordon's store, circa 1910, with its post office sign barely legible on the smaller building to the left.



Gordon's Store and Post Office



Main Street, Fort McMurray

In the intervening years, Fort McMurray had received much speculative attention as, with the provincial government promoting northern settlement and encouraging railroad development, and a growing conviction that oil sands extraction could lead to untold wealth for investors, the town site was surveyed and the land speculators moved in.

A rail line, the Alberta and Great Waterways Railway, was pushed through from Carbondale, just north of Edmonton, to the Fort McMurray area, about 500 kilometers distant, with final completion in 1925. However, the station at the end of steel was instead constructed about five kilometers south of Fort McMurray, as this location was more convenient for freight transshipment and property values were much cheaper than in Fort McMurray. This location came to be called Waterways, a short form for the name of the railroad, and became a rival village to Fort McMurray for the next 40 years.

In 1924, the HBC acquired the Alberta and Arctic Transportation Company from its own rival in arctic freighting, Lamson and Hubbard, and continued to operate the company as a wholly owned subsidiary of HBC.[4] From its new headquarters in Edmonton, it began to advertise summer tourist excursions to the Arctic, via train from Edmonton to Waterways and then north on HBC steamers to Fort Fitzgerald, by motor car over the old portage route to Fort Smith, and then up the Mackenzie River to Aklavik on the Mackenzie delta. Return trips from Edmonton would take 35 days, and cost $325 for all meals and accommodation aboard. Shorter trips, Edmonton to Waterways and on to Fort Smith and return in only 10 days were also advertised. Consequently, Fort McMurray would benefit during the Great Depression from the small amount of tourism that resulted. Shown here is the front of one of the company's tourist brochures, illustrative of the graphic art so typical of Canadian tourism advertising of the era.

Over the years, Fort McMurray has had a number of postmasters as various retail premises continued to house the post office (e.g., In the notary public office of Guy Roche – PM from 1923 to 1941; in a butcher store



Cover of HBC Tourist Brochure

operated by Arnold Skelton – PM from 1941 through 1947) at least until the late 1940s, when regular post office staffing commenced. It also has utilized a wide variety of postal hammers, including three known types of split-rings, three types of full circle date stamps, two duplexes, two registration CDSs and a full array of MOON, POCON, and RC rubber hammers. Collectors should note that between July 1952 and November1962 the town's name had been officially changed to McMurray, with a corresponding change in (some of) the then current postal equipment to reflect the new name.

The earliest two of the split rings, proofed in 1908 and 1910 respectively, are exceedingly scarce. Shown here is an example of the second split-ring, dated in 1920, on a registered cover to the United States.



Fort McMurray Registered Cover 1920

Fort McMurray sprang to philatelic prominence during the early years of airmail development, with two airline companies, Western Canada Airways (WCA) of Winnipeg and Commercial Airways of Edmonton, each initially with their own semi-official air mail stamps, using the Clearwater River alongside Fort McMurray as a float plane base for their bush aircraft, and with routes then radiating out to northern Alberta, the Mackenzie River, Great Bear Lake, and northern Saskatchewan to supply other more northerly communities and the increasing mineral exploration and its mining camps throughout the greater region.

The first air mail flights in the area were provided by Western Canada Airways in 1929 and a variety of both company and post office first flights from Fort McMurray to more northerly communities resulted. In particular, in June 1929 in a series of flights as far as Aklavik, over 9,000 covers were flown, different batches commemorating each leg of the journey.[5] Most of these covers, although generally common, are nevertheless desirable as they include the use of WCA's semi-official air mail stamp (on the back), paying their carriage fee of ten cents and a WCA cachet hand stamp, in addition to the regular two cents domestic postage rate, paid with a regular issue Canadian stamp.



WCA First Flight Waterways 1929

In December 1929, with an official air mail contract awarded to Wop May's Commercial Airways of Edmonton for all airmail services between Fort McMurray and the Mackenzie River communities, the Canadian government commemorated these "First Regular Official Flights" with a variety of official cachets on all FFCs (First Flight Covers) covers submitted by collectors that were paid with the five cents air mail rate. Upwards of 4,000 pieces of mail were handled for each stage of this extended flight (with different airplanes and pilots); accordingly, any of these variously postmarked covers are among the most common of all Canadian and command little premium.



Mail Plane, Ft. McMurray 1929



Western Canada Airways Commercial Mail, 1929

What collectors will have the greatest difficulty finding are any commercial flown covers from the 1929-1932 period, the period in which the two airways companies each required the use of their semi-official airmail stamps as an additional carriage fee. While regular commercial flights certainly continued from Fort McMurray during this period, letter mail was still relatively uncommon and the majority of mail carried was otherwise parcel mail. Shown here is a commercial cover from an April 1929 experimental flight of Western Canada Airways, illustrating mail from Fort Fitzgerald (up near the NWT border) to Waterways.



Main Street Fort McMurray 1940

Fort McMurray remained a small, remote Alberta town through to the 1960s, and did not even receive its all-weather (gravel) road to the rest of the province until about 1967 and with the construction of the first oil sands refinery north of town. In 1929 its population had only reached 300 and even during WWII its local residents totaled at most perhaps 1000. Through the 1950s and early 1960s its population remained in a similar range, only reaching about 7000 in 1971 and subsequent to the opening of the Suncor plant. Then its population took off. In 1980 it had reached about 30,000, by 2000 it had reached about 40,000, and by 2015 it had reached almost 80,000.

Clearly, its need for enhanced postal services had increased exponentially with its population growth. Sub post offices and retail postal outlets were gradually added; the first, Sub #1, opening in Waterways in 1973, through to at least 12 currently existing in the city today. As is the practice across Canada, many are in neighborhood drug stores or grocery stores and have opened and closed and reappeared as circumstances have demanded.

The Canada Post reliance on privatization of postal services led to some of these sub offices only having a brief existence. For example, Sub #9, a "Retail Postal Outlet" located on Gregoire Drive and otherwise close to the town centre, operated only briefly between January 1990 and November 1991 from a small store called Quilter's Haven [6], seemingly an odd choice to place a fully functioning retail outlet, as only a limited and specialized clientele would otherwise have recourse to do business there. Included here is an example of the Sub #9 strike.



Sub #9 POCON Strike 1990

All these sub offices and retail outlets have their own unique identifying numbers in their postal hammers, and as these numbers, and hammer styles, change over time, it would be quite a challenge for any collector to form a representative collection of all these respective cancellations on commercial covers.

Mention should also be made of an attempt by Canada Post in January 2014 to impose a surcharge of $5.00 CAD for all parcels shipped to Fort McMurray and area. Citing a "high cost to serve the area" (and as its staffing costs could not compete in the booming local employment market, causing much public dissatisfaction in general with its postal services), this decision was quickly retracted before the proposed rate came into effect, and as it would have been counter to the Corporation's mandate to provide standardized rates throughout Canada.

Their Press Release on this incident read as follows:

As part of Canada Post's competitive pricing structure for parcels, the corporation introduced a surcharge of $5 on incoming parcels to Fort McMurray following similar moves by others in the delivery business.

This has unfortunately caused concern and confusion in the market. As a result, Canada Post has withdrawn the surcharge. It was to take effect today [January 13, 2014] for commercial customers and February 10, 2014 for all

other parcels destined for Fort McMurray. Going forward, Canada Post will rely on its normal pricing mechanisms for parcels to ensure we continue to offer good value in the highly-competitive parcel delivery market.[7]

WATERWAYS

Waterways was initially a separate community five kilometers from the centre of Fort McMurray. As mentioned, it owes its existence to the construction of the Alberta and Great Waterways Railway, which terminated at this location. There are actually two Waterways. Old Waterways (called Draper), about 10 kilometers south of Fort McMurray, was the original end of steel in 1921, before the rail line was extended further in 1925 to the present Waterways location. Draper was named for a local businessman, Thomas Draper, who owned a local bitumen quarry. However, the community's railway station was called Waterways, as "the A&GWR appeared reluctant to name a rail station after a private businessman" [8]. The Waterways post office was first established at this location, opening August 1, 1922, under postmaster Arthur Rae, apparently in a combined hotel/general store/café building adjacent to the railway station.

With the extension of the rail line, the railway station was moved to the new Waterways location. Cornelius Burton became the next postmaster from May 1923 through March 1927 who, along with his wife, owned the Waterways Hotel and an adjacent grocery store at the new town site.



Waterways Cover 1927

Waterways survived as a rival town site to Fort McMurray primarily because the HBC had consolidated its freighting operations there (naming their operation Mackenzie River Transport), and had built new warehouses near the waterfront. But other commercial interests had also developed in the immediate area too. Draper's bitumen plant was shipping asphalt, some of which was even used for paving on Parliament Hill in Ottawa. Two different salt plants had been established, and for a brief period surpassed Windsor, Ontario in producing salt for the Canadian market. With dependable rail transport, a fish



Main Street Waterways, 1940

plant (the McGuiness Fish Products Company) was soon packing and exporting Lake Athabasca freshwater fish to markets and upscale restaurants as far away as New York. With a small but stable population, Henry Petty, now chief accountant at the HBC Waterways operations, became its postmaster in April, 1928, and would remain so until 1939.



HBC Mackenzie River Transport 1946

Waterways would finally merge with Fort McMurray in April 1947, the resulting combined community to be called "McMurray". However, Waterways maintained its own post office and postal equipment until June 1973, at which point it became the first Fort McMurray sub post office. Most recently, it has used postal equipment identifying itself as the Markettown branch office, after its location in a convenience store called "Markettown" (which completely burned down in the 2016 fire).

WATERWAYS AND THE CANOL PROJECT

In 1942, as part of the decision to support the Alaska Highway and the Northwest Staging Route through northern British Columbia and the Yukon to Alaska, the US Army decided that a secure source of oil needed to be provided for the military vehicles and airplanes using this "prairie route" and that Alaska itself could benefit from having a defensible supply of oil. Since the nearest producing oilfields were at Norman Wells on the Mackenzie River in the Northwest Territories it was decided to enlarge oilfield production at Norman Wells and to

build a pipeline from there to Whitehorse, Yukon, and build a refinery at Whitehorse, centrally located in the region. The job of having to do all this led to the creation of Task Force 2600, the logistics and operational control behind the entire Canol Project, with the US Army Engineers and the consortium of Bechtel-Price-Callahan civilian contractors responsible for so much of the project's work.

However, with no existing roads or airports, Norman Wells could only be reached by Mackenzie River transport from Fort McMurray, almost 2,000 kilometers away by water route. Accordingly, it was decided to begin construction by moving men and materiel by boat and barge along the water route from Waterways, and otherwise to the end of steel for rail transportation from Edmonton. In the spring of 1942 freight trains of American servicemen and heavy equipment began arriving in Waterways and commenced constructing a full-sized army base on an undeveloped parcel of land along the Athabasca River known as the Prairie, about equidistant between Fort McMurray and Waterways. And by July of 1942, with the arrival of even more servicemen and civilians, perhaps 2500 Americans were in the immediate area, providing all the heavy lifting the project supply required.

The majority of the American servicemen were from the 388th Engineer Battalion - Separate (from Camp Clairborne, LA), the 89th and 90th Engineer Heavy Ponton Battalions (Fort Lewis WA and Fort Leonard Wood MO), but also consisted of Army Station Hospital, Signal Corps, Quartermaster and Financing and Engineering HQ staff.[9] These units were tasked with the building and operating of a variety of freight barges (hence "pontons"), and with the general stevedoring and transshipment of all the material to be barged north for construction of the Canol NWT pipeline and its infrastructure. As well, the units were also charged with general woodcutting to fuel the steamboats pushing/pulling the barges, and with expanding the rudimentary airfield on the outskirts of Fort McMurray in order to accommodate Army Air Force transport planes ferrying goods up to Norman Wells.

As the American forces were responsible for maintaining their own postal system while anywhere in Canada, a few Army Post Offices (APO's) were established at Waterways (as well as at points further north on the Canol Project routing). APO 999 was established at Fort McMurray on June 24, 1942 and APO 474 was established at Waterways in May 1943. APO 999 seems to have briefly moved north to Fort Smith in the summer of 1943 and to Norman Wells in the summer of 1944, following the pontoon battalions during the short summer shipping season; APO 474 seems to have remained at Waterways (Prairie Camp) throughout its existence.[10]

By September 1943 the 388th Engineer Battalion had left the north, and by the spring of 1944 these were no longer in existence at Waterways, as most transshipment work had ceased with the completion and opening of the Canol NWT refinery in April 1944. Thus the presence of US servicemen in the Fort McMurray area was confined to only about a two-year period, giving a fair indication of the scarcity of these particular APO postal markings.

Shown here are two covers, one from each of the two Waterways APOs. The first, from APO 999, is addressed to Brewster NY from a sergeant in the 90th. Engineering Battalion. Sent by surface mail it is inscribed "FREE", as arranged for servicemen on active duty. The APO number has been removed from the original postal hammer (note the space on the bottom where it would otherwise have been), as during this period of the war, the US Army had decided, for security purposes, to no longer indicate originating APO numbers in their postal markings. The second, from APO 474, is addressed to Minneapolis MN from a Medical Supply Officer of Force 2600. Sent by air mail, it thus required postage. Note the cancel does not include its APO number, yet servicemen were still expected to include their APO number in their return address!

ANZAC

Anzac, approximately 45 kilometers south-east of Fort McMurray, takes its name from the Australian and New Zealand Army Corps which had surveyed the rail



APO 999, Waterways 1942



APO 474 Waterways 1943

line between Lac La Biche and the Fort McMurray area during the building of the Alberta and Great Waterways Railway. Originally just a stopping place on the line for the convenience of nearby Aboriginal peoples living alongside Gregoire (Willow) Lake and using the railway, it came into prominence during the construction and operation of the Mid-Canada Line as one of eight fully manned radar installations ("sector stations") built in the 1950s to provide early warning detection of a potential Soviet bomber attack on North America over the polar route. The RCAF operated this site as RCAF Station Stoney Mountain (otherwise known by its "Base 800" designation) between 1955 and its disbandment on March 1, 1964 (upon the obsolescence of its equipment and redundancy with the newer and even more northerly DEW-Line across Arctic Canada). Its total complement was at most 130 military and civilian staff, consisting of perhaps only about a dozen or so RCAF personnel, but also with a larger number of Bell technicians to maintain and operate its extensive radar equipment.

The base consisted of a large dormitory, a canteen, and officer's mess and lounge, an infirmary, two small chapels, a helicopter hanger, and a fire hall. With only a helipad available on site, the RCAF otherwise used the Fort McMurray airport, 30 kilometers away, for most of its logistical support.[11]



Anzac

Its post office, originally located in the Mess Hall complex,[12] was opened on September 8, 1955 and closed on June 30, 1969. Seven different postmasters are recorded up to the date of the base's disbanding on March 1, 1964. All of them were, most likely, military personnel rotating through various assignments. Three more, likely civilian, postmasters are subsequently recorded between 1964 and 1969, suggesting the post office continued on in the adjacent community of Anzac for the next five years and after the base had been closed and completely demolished.

Anzac was then reopened as a rural franchise office in October 1988, in the premises of the Willow Lake General Store. ✉

Part II can be found in an upcoming issue of *The Canadian Philatelist*

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NOTES AND REFERENCES

1. **The author would like to thank Kevin O'Reilly, Keith Spencer and Tom Watkins for permission to use material from their collections for some of the illustrations in this article.**
2. **Henderson's Gazetteer and Directory of Alberta for 1911, Calgary: Henderson's Directories, Ltd., p. 461. The mention of radium in oil sands, while occurring in very small but significant amounts in the sands, never resulted in a radium industry in Fort McMurray. Radium, discovered only in 1898, was early on touted as a miracle drug, and some commercial products were marketed before its serious effects became apparent. The description in the Henderson's is fanciful, and likely intended to market the potential of the area. It would take until the early1930's before uranium was discovered on Great Bear Lake in the NWT and its functioning mine at Port Radium to begin exporting bags of uranium ore via the waterways which led to Fort McMurray and to its rail line.**
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12. **Post Offices and Postmasters Data Base, Library and Archives Canada, found at http://www.bac-lac.gc.ca/eng/discover/postal-heritage-philately/post-offices-postmasters/Pages/item.aspx?IdNumber=21567&**

Who Owns ROBINSON CRUSOE'S ISLAND?

By Derrick Grose

It was research into Chile's 1910 "Islas Juan Fernandez" overprints that transported me back to my boyhood reading of the Classics Illustrated version of Robinson Crusoe. When *Gibbons' Stamp Weekly* announced these new issues on October 1, 1910, the editors commented, "It will be remembered that it was on one of the islands of this group that our old friends Robinson Crusoe and Man Friday led the simple life." Many years later, this same myth raised the ire of R.W. Davis, a contributor to the Gibbons' publication, who dismissed the Chilean claim in an article entitled "TOBAGO Robinson Crusoe's Island?" Why was there such a controversy?

CHILI

S 1916. 1910. **Robinson Crusoe's Island** (Juan Fernandez). Complete. **4 unused, 3s. 6d.**

Advertisement from Stanley Gibbons Monthly Journal for August 1927 advertising stamps for Chile's Juan Fernandez Islands as being from Robinson Crusoe's Island.

Another philatelic commentator, the Reverend C.S. Morton, alluded to the commercial roots of this territorial dispute in an article entitled "As it Was in Tobago." He argued that issuing a pictorial stamp depicting Robinson Crusoe would be profitable to both the stamp issuing authorities and the London stamp shops; Morton stated, "I can imagine nothing more likely to arouse the interest of our youth than a stamp depicting that traditional, but well-known, picture of Crusoe with upraised hands …. That would cause cues in the Strand and no dealer would have any long rest." If properly exploited, a connection between an island and the famous castaway could be a lucrative one.



One of four Chilean stamps overprinted "Islas Fernandez" in 1910 in a speculative scheme to create an artificial scarcity in unoverprinted stamps.

The prospect of profit often raises interesting questions of jurisdiction and sometimes stamps can help to answer such questions. However, the answers provided by philately are not always definitive and this has been the case in the following exploration of the question, "Who owns Robinson Crusoe's island?"

A quick Google search yields two answers to this question. There is a Robinson Crusoe Island in Fiji off the southwest coast of Viti Levu island. Originally known as "Likuri Island," it has a history dating back 3,500 years. To my knowledge, it has never been the subject of a postage stamp. A second Robinson Crusoe Island, formerly known as Más a Tierra, is located in Chile's Juan Fernández Islands, 670 kilometres from the mainland. Its philatelic story, quite different from that of the Fijian island, will be examined later.

It is disconcerting to note that both of these islands are located in the Pacific Ocean. The title page of the 1719 edition of Daniel Defoe's adventure story places Robinson Crusoe's island in the Caribbean or the Atlantic: it is "an uninhabited island on the coast of America, near the mouth of the great river Oroonoque [Orinoco]." Crusoe explains how his storm-battered ship found itself "upon the coast of Guiana, or the north part of Brazil, beyond the river Amazon, toward that of the river Orinoco, commonly called the Great River." Crusoe was hoping for refuge in Barbados before an additional storm left him marooned on a deserted island closer to the mainland. What claim could Fiji or Chile have on an island in such a location? Hints about a much broader claim to ownership of the island can be found on stamps from Romania, Israel, Jersey, Monaco, Grenada and Trinidad and Tobago, and on a pre-stamped postcard from Bulgaria.



1994 Monaco issue depicting the comfortable life Robinson Crusoe created for himself on his island.

In its 1960 cultural anniversaries issue, Romania chose to honour the 300th anniversary of the birth of

Daniel Defoe. Other artists honoured in the same issue are Leo Tolstoy, Mark Twain, Hokusai, Alfred de Musset, Janos Bolyai, Anton Chekov, Robert Koch and Frederick Chopin. The design of the Defoe stamp is based on an engraving made by M. Van Der Gucht in 1706 (based on a line engraving by Jeremiah Taverner) from Britain's National Portrait Gallery.



1984 Jersey issue depicting John Alexander Gilfillan painting of "Robinson Crusoe landing Stores from the deck."

Why did Romanian postal authorities choose to recognize Defoe as a member of the international cultural elite? Perhaps the author's "common" origins as the son of a butcher appealed to Communist authorities; more likely, they were acknowledging the universal appeal of his fictional "autobiography" of Robinson Crusoe which, by the end of the nineteenth century, had broken a record in western literature, having been the subject of more than 700 adaptations and translations.



Grenada's 1972 UNICEF issue reflects the widespread perception that Robinson Crusoe's story is a children's adventure.

Bulgaria paid a further tribute to the popular book and its author in 2010 when it issued a pre-stamped postcard honouring the 350th anniversary of the birth of Daniel Defoe. The "stamp" on the postcard depicts a sailing vessel and a cachet on the left side of the postcard depicts Robinson Crusoe carrying his musket superimposed on a portrait of Defoe.

A more recent tribute to Defoe appears on an Israeli miniature sheet that, according to its description on eBay, was issued in 2015. The portrait of the author is on a label se-tenant with a stamp depicting a white rose. The same portrait is printed on the selvage for the sheet of 12 stamps and labels. The lack of any obvious connection between Daniel Defoe and the white rose raised questions about the legitimacy of this miniature sheet. No stamp honouring Daniel Defoe was included in Israel's U.P.U. listings for 2015 (http://www.wnsstamps.post/en). However, further browsing on the Internet led to recognition of one of Israel's "My Own Stamp" designs. The Israel Philatelic Federation explains, "the Israel Philatelic Service initiated the 'My Stamp' project in 2003, by which the public may order sheets of official Israeli stamps, with each official stamp bearing an attached personalized image. All you do is send a picture of yourself, or anyone you choose, or a logo of any kind, and the Philatelic Service will print it as an attached 'stamp' to the official stamps in the sheet you select." The rose cyclamen "My Own Stamp" design by Ygal Gabay Tuvia Kurtz was issued on April 28, 2008. In this case, the 2015 tribute to Defoe comes from an entrepreneur rather than from a government postal agency, although the product is sanctioned by the post office.



Romania's 1960 cultural anniversaries issue, honouring the 300th anniversary of the birth of Daniel Defoe.

Monaco paid a direct and more official tribute to Defoe's most famous book on October 17, 1994, when a commemorative celebrating the 275th anniversary of the publication of Robinson Crusoe was included in a series of four stamps honouring artists and writers. The stamp, by French artist Odette Baillais, shows the protagonist in his homemade clothing in front of his shelter working on a piece of pottery while his servant, Friday, brings a basket of fruit. It reflects the comfortable life Crusoe made for himself after many years on the island.

A scene from an earlier part of the story is presented in the mid-nineteenth century painting "Robinson Crusoe Landing Stores from the Deck" by Australian painter John Alexander Gilfillan. This work was fea-

tured in the set of stamps issued by Jersey in 1984 honouring artists born on that island in the English Channel. The stamp depicts Crusoe shortly after he is shipwrecked as he salvages materials from his wrecked ship.

A further philatelic illustration of the popularity of Defoe's story comes from an island that could be a close neighbour to Robinson Crusoe's island. On March 4, 1972, Grenada issued a set of seven stamps to commemorate the 25th anniversary of UNICEF (in 1971). The $2.75 denomination depicts Robinson Crusoe. Other values depict King Arthur, Robin Hood and Mary and her little lamb. The inclusion of Robinson Crusoe with popular works of children's literature reflects the way in which the story has morphed from a didactic morality tale for adults in the 18th to an adventure for children in more modern times. The image of Robinson Crusoe as a castaway on an exotic island has overshadowed other aspects of his life as an entrepreneur and Christian faith-seeker. The character has become more closely associated with travel adventures than with spiritual reflection.



Chilean 1965 issue depicting Robinson Crusoe in the Juan Fernandez Islands.

Even closer to the mouth of the Orinoco than Grenada are the islands of Trinidad and Tobago. They too have issued stamps that reflect the modern emphasis on Robinson Crusoe as a book about exotic adventures. Despite the suggestion by Reverend C.S. Morton cited earlier, the post office in Trinidad and Tobago has not issued any stamps depicting the castaway; however, Tobago's claim to being the primary setting of the story is acknowledged in a stamp depicting the Robinson Crusoe Hotel, one of five stamps featuring local hotels issued on January 17, 1978. The Robinson Crusoe Hotel stamp was reissued on April 8, 1980 with an overprint to commemorate the national census. In linking the name of Robinson Crusoe to tourism, the issues from Trinidad and Tobago illustrate the commercial value of their claim to Robinson's Crusoe's island.

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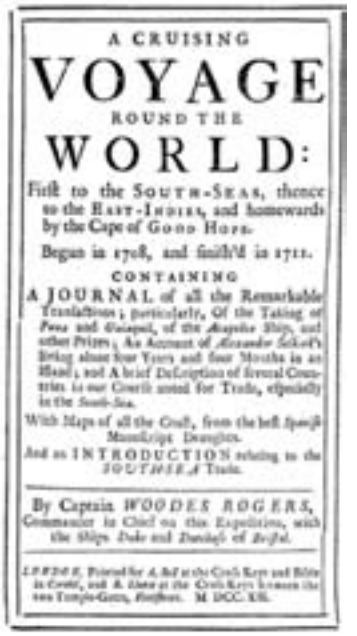
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1974 Chilean stamps marking the 400th anniversary of the discovery of the Juan Fernandez Islands including a map of Robinson Crusoe Island.

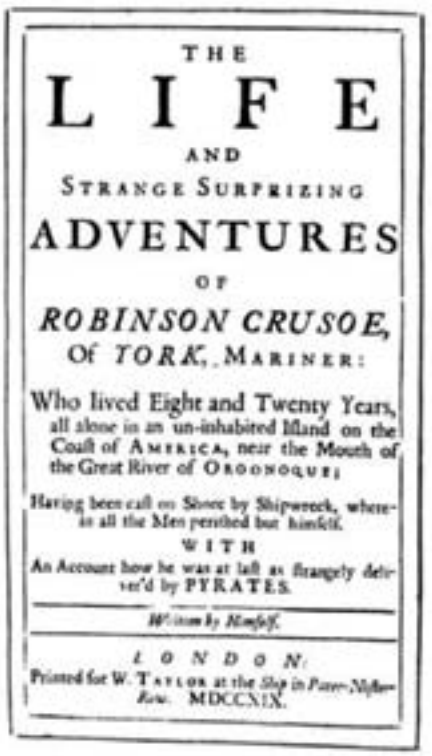

A CRUISING
VOYAGE
ROUND THE
WORLD:
First to the SOUTH-SEAS, thence to the EAST-INDIES, and homewards by the Cape of GOOD HOPE.
Begun in 1708, and finish'd in 1711.
CONTAINING
A JOURNAL of all the Remarkable Transactions; particularly, Of the Taking of Puna and Guiaquil, of the Acapulco Ships, and other Prizes; An Account of Alexander Selkirk's living alone four Years and four Months in an Island; and A brief Description of several Countries in our Course noted for Trade, especially in the South-Sea.
With Maps of all the Coast, from the best Spanish Manuscript Draughts.
And an INTRODUCTION relating to the SOUTH-SEA Trade.
By Captain WOODES ROGERS, Commander in Chief on this Expedition, with the Ships Duke and Dutchess of Bristol.

Captain Woodes Rogers' journal published in 1712 tells the story of Alexander Selkirk, who was marooned on the Juan Fernandez Islands and who is regarded as a source of inspiration for Defoe in writing Robinson Crusoe.

Chile has made an even more concerted effort to profit from the name. As noted earlier, Robinson Crusoe Island appears in the atlas as a Chilean possession, formerly known as Más a Tierra. It was on this island that Alexander Selkirk, a sailor widely identified as the real life prototype who inspired Defoe's character, had been a castaway. In 1965 Chile issued a stamp depicting Robinson Crusoe on the island. Officially, the name of the island was changed the following year. Like the owners of the hotel in Tobago and the resort in Fiji, Chilean authorities hoped to capitalize on the name to promote tourism on the second largest of the Juan Fernandez Islands. At the same time, the largest island in the group, Isla Más Afuera was renamed Alejandro Selkirk Island. The 1974 Chilean stamps marking the 400th anniversary of the discovery of the Juan Fernandez Islands, and other issues since, affirm Chile's claim to jurisdiction over their Robinson Crusoe Island.

All of this sometimes contradictory philatelic evidence can be reconciled if a confused stamp collector can accept the conclusion that the real Robinson Crusoe Island, the refuge off the coast of Guiana invented by Daniel Defoe, is found in the imaginations of an international audience that has been transported to that obscure location in hundreds of editions, translations and adaptations over the almost three hundred years since the story of Robinson Crusoe was first published. It is the property of those who have been entertained and inspired by the story of the castaway, including collectors like me who have been reminded of that experience by stamps paying tribute to the story or its author. ✉




THE
LIFE
AND
STRANGE SURPRIZING
ADVENTURES
OF
ROBINSON CRUSOE,
Of YORK, MARINER:
Who lived Eight and Twenty Years, all alone in an un-inhabited Island on the Coast of AMERICA, near the Mouth of the Great River of OROONOQUE;
Having been cast on Shore by Shipwreck, wherein all the Men perished but himself.
WITH
An Account how he was at last as strangely deliver'd by PYRATES.
Written by Himself.
LONDON:
Printed for W. TAYLOR at the Ship in Paternoster-Row. MDCCXIX.

Title page of a 1719 edition of Robinson Crusoe.

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THE FIRST CORRESPONDENCE
Carried By Air To The Pacific Islands

By Richard Logan

In 1926, the fledgling Commonwealth of Australia announced that a Royal Australian Air Force (RAAF) aircraft and crew would visit British possessions in the southwest Pacific. It was to be the first international flight by the RAAF and it would encompass Papua, New Guinea, Solomon Islands, New Hebrides, New Caledonia, Fiji, Tonga, Samoa, and return – a distance of some 27,300 kilometers.

In seeking approval for the flight in August 1926 from Major General Sir Neville Howse, VC, the Minister for Defense, the Chief of the Air Staff Group Captain Richard Williams, OBE, DSO stated that the object of the flight was "to gain a knowledge of the geography and flying conditions of the islands of the Pacific adjacent to Australia, which owing to the rapid development of aircraft are fast becoming within range of the mainland of the Australian continent."



Air Marshal Sir Richard Williams KBE, CB, DSO

The flight was also of interest to aerophilatelists because a bag of mail carried on the aircraft would include illustrated covers. This was the first time that specially printed covers were carried on an Australian air mail flight. In addition, some mail was delivered to territories along the route and small quantities of mail were also accepted at these places. In all, probably no more than 50 mail articles were carried; however, it was the first correspondence carried by air from Australia to these Pacific islands.



Ivor McIntyre AFC and Bar

The flight was a logical extension of the RAAF's air circumnavigation of Australia carried out two years earlier by Flying Officer Ivor McIntyre AFC and Wing Commander Stanley Goble DSO, DSC. Both were veterans of the British Royal Naval Air Service (RNAS) during World War I.

McIntyre was the lead pilot while Goble, who was Chief of the Air Staff at the time, acted as navigator. The pair took off from Point Cook, Victoria on April 6, 1924 in a single engine Fairey IIID floatplane. They flew along the eastern coast to Thursday Island, crossing the Gulf of Carpentaria to Darwin, then continued along the Western Australian and Southern Australian coasts. Along the way they faced bad weather, fatigue and illness and had to deal with multiple engine problems and fuel leaks. They returned to Victoria after covering 13,600 kilometers in 44 days. For their effort, they were appointed Commanders of the Order of the British Empire (CBE) in the King's 1924 Birthday Honours.

Born in Kent, England on October 6, 1899, Ivor McIntyre joined the RNAS in 1917, seeing action in World War I as a Flight Sub-Lieutenant. He transferred to the Royal Air Force (RAF) on its creation as an independent armed service on April 1, 1918 and was a lieutenant when he was awarded the Air Force Cross (AFC) in the 1919 New Years Honours list. McIntyre was granted a Short Service Commission in the RAF as a Flying Officer on December 12, 1919 and joined the RAAF in the early 1920s.

In 1926, now Flight Lieutenant McIntyre was selected as lead pilot for the pioneering Pacific Islands flight under the command of Group Captain Williams. This relegated Williams to the role of passenger riding in the interior cabin and "according to some accounts with such bad grace that there were subsequently bitter feelings between McIntyre and himself following the flight."

Regarded as "the father of the RAAF," Richard Williams was born on August 3, 1890 at Moonta Mines, South Australia. He enlisted in the South Australian Infantry Regiment (SAIR) at the age of 19 and gained a commission in 1911. On January 5, 1916 he was appointed captain and posted as a flight commander to No. 1 Squadron, Australian Flying Corps. The squadron began operations in December that year in support of ground forces advancing into Palestine. In May 1917, Williams took command of the squadron, having been awarded the Distinguished Service Order for rescuing a pilot shot down behind enemy lines.

In June 1918 he was promoted to Lieutenant Colonel and given command of a Wing comprising three British squadrons and his own. He was appointed Officer of the



Pictured is the *RAAF De Havilland DH50A* floatplane serialled A8-1, which flew to the Pacific Islands in 1926. The pilot sat in the cockpit while the other two crew mambers were accommodated in a small cabin ahead of the cockpit. Artwork by Peter Connor.

British Empire (OBE) in 1919 in recognition of his war service and spent much of 1919 as Staff Officer Aviation at Australian Imperial Forces (AIF) Headquarters in London, England. On returning to Australia, he was heavily involved in establishing the RAAF which came into being on March 31, 1921. In 1922, he became Chief of Staff and was faced with many difficulties in establishing the new service.

Not much is known about the third member of the Pacific Islands flight crew, Flight Sergeant Leslie Joseph Trist, RAAF. As a trained aircraft mechanic it was his job to maintain, repair, overhaul, modify and test aircraft structural, mechanical and hydraulic systems while on tour. He also had the unenviable task when the float plane landed to swim ashore with the tow line, knowing that sharks or crocodiles could be in the vicinity.

The three men took off from Point Cook on the morning of September 25, 1926 in a four passenger De Havilland DH 50A floatplane powered by one 179 KW Siddeley Puma in-line engine.



The route covered in 1926.

The trio refueled at Paynesville on the Gippsland Lakes, then flew to Sydney. On the way, they experienced leaks in the engine water cooling system and decided to change it. This delayed them for four days in Sydney.

On September 29, they set off for Southport in Queensland, refueling at Port Stephens. A bit out to sea and within ten kilometers of Southport, they lost power and were forced to land in the open ocean. Battling rough seas to the point of almost capsizing, they made land and found that the throttle control had become disconnected and the vibration had closed it. They fixed the problem and beached the aircraft at the southern end of Stradbroke Island opposite Southport – safe but soaked. The next morning McIntyre's inspection of the aircraft revealed a damaged propeller which resulted in another four day delay. It was slow going.

Leaving Southport on October 5, they arrived in Gladstone and the following day reached Bowen. On October 7, by way of Cardwell, they arrived at Cooktown where they refueled and remained overnight. The next day they made Thursday Island by way of Flinders Island and bunked in with the Garrison Artillery unit at Battery Point.

Their first landing in Papua was at Daru on October 11 and because of a damaged propeller, caused by a piece of driftwood when taking off, they had to stay overnight. With the propeller repaired the next day, they crossed the mouth of the Fly River to Port Moresby, calling at the Catholic Mission on Yule Island. At Port Moresby, they were met by a representative of the Lt. Governor, Sir Hubert Murray, and invited to stay overnight at Government House.

Their next destination was Samarai; however, en route they landed at the London Mission Station in Fyfe Bay for lunch. They arrived at Samarai late in the afternoon and were invited to stay overnight with the Anglican bishop, Dr. Henry Newton, the Bishop of Melanesia. The local Papuan natives had never seen an airplane and interference with the aircraft became so troublesome that police protection had to be sought. This was to be an ongoing problem.

They met their first really bad weather at Samarai and had to postpone flying for a day. The following morning, they set off over the China Strait, their destination Morobe via Baniara. Not far out they were faced with a cloud bank extending southwest for quite a distance and northwest into Milne Bay; too high to get over it and it extended down to the sea, they had to enter the visible mass. Almost immediately they ran into a dreadful rainstorm. Hit by a barrage of water, the engine screamed as if being punished and the aircraft started losing height. Williams, knowing that clear air was only a minute or so behind them, yelled at McIntyre to do a 180 degree turn. Out into the clear air, the engine settled down to normal.

It turned out that the problem was the design of the aircraft. The fuselage on each side of the engine was made of plywood and the engine air intake pipe was cut off flush with the sides. When they ran into the storm the water running down the plywood was sucked into the engine making it sound like a broken washing machine.

Feeling very lucky to have escaped the rainstorm, they now had no alternative but to get around the storm by flying into Milne Bay. Refueling at Baniara, the threesome arrived at Morobe in New Guinea. The plan was to get as far as Finschhafen that evening; however, with hot muggy weather and a sea like glass, they were unable to take off that day and the next.

Conditions changed the next day and they were able to reach Lindenhafen on the south coast of New Britain; the following day they made Rabaul.

It is said that as far as weather is concerned, there are two definite seasons in the islands: the southeast or dry season when the wind blows regularly from that direction and the northwest or wet season when the prevailing winds are from that direction. The plan had always been to complete the flight before the wet season set in.

Williams had been sending regular reports back to Howse, who at this time was questioning whether the flight should go beyond Rabaul. The current recommendation was to continue to Tulagi, the headquarters of the Solomon Islands administration. It took a while to get an answer from the Minister and Trist and took the opportunity to give the engine a "top overhaul" – the lapping of valves and the making of necessary repairs of those parts on the crankcase which are accessible without dismantling it. The overhaul included the removal of cylinders, pistons, piston rings and valve gear for replacement or service.

Unfortunately, when the aircraft was being tested with the engine in the airplane, a boat passing a line to the aircraft, while drifting, ran into the plane's tail section and damaged its rudder and elevators, extending the down time by two more days.

After spending 11 days in Rabaul they took off on October 29 for Nissan Island, off Bougainville. Here, Trist spotted an internal leak in the water jacket in one cylinder of their engine and water collected on the piston head when cold; however, by soaking up the water with a cloth the engine could be started up and they had no trouble while it was operating.

From Nissan they proceeded by way of Kieta, Shortland Island where they had to stay for two days because of heavy rain. Next destination was Gizo and from there to Moravo Lagoon. They arrived at Tulagi on November 5.



A cover carried on the flight signed by Williams.

Along the way, another internal leak developed in a second cylinder and they treated it like the other. In addition, the engine oil pan was cracked but did not interfere with the engine operation.

The big question now was whether or not the engine had to be replaced. The crew learned that a local vessel, the Mataram, which traded to the Solomon Islands, was due out of Sydney and asked that another engine be sent to them. It arrived and was installed.

By now, the RAAF De Havilland DH50A floatplane had a reputation and the men, women and children in the native villages – most of whom had never seen an airplane before – started referring to the aircraft as "motor car belong Jesus Christ."

During the second last week in November, the winds started blowing from the northwest. It was time to go home.

Early on the morning of November 23, the crew took off for Rabaul, refueling at Gizo, Kieta and Soraken before landing at Rabaul just before dark. It had taken three refuelings and seven and a half hours in the air to cover 1240 kilometers. It was their best run thus far. Taking off early the next morning, they were forced by storms to return; however, they were able to get to Lindenhafen later in the day.

Because of rain, they were unable to get away from Lindenhafen on November 26 until early afternoon and they got only as far as Arawe. The next day refueling at Finschhafen and



Scott No's. 438 & 440 issued by Papua New Guinea to commemorate the 50th aniversary of the first survey flight.

Salamaua they made Buna Bay and the following day they reached Samarai.

They experienced rainstorms every day and while it was possible to get around many of them, they got no further than Port Moresby by way of Abau on November 29 and Kerema the next day.

On December 1 the weather had deteriorated to the extent that when they attempted to cross the Gulf of Papua they had no alternative but to touch down on the first suitable body of water they could find. They landed near the mouth of the Gama River and tied up to a tree. After about three hours, the weather cleared and they took off for Daru. They left Daru on December 2, and after refueling at Thursday Island and Flinders Island, reached Cooktown, a distance of 853 kilometers, at dusk.

By now, the crew was getting away from the Equator and good weather on December 3 got them to Port Alma, a distance of 1143 kilometers with refueling at Cardwell, Bowen and Mackay, which involved nine and one quarter hours of flying time.

The following day they made Southport and on December 5 covered a distance of 1111 kilometers to Eden on Twofold Bay. Here they were held up for a day because of bad weather – the first non-flying day on their return flight – which was completed at Point Cook on the afternoon of December 7, 1926. A 300-man honour guard met them.

They had flown a total of 126 hours, covered a distance totaling 16,000 kilometers and visited 23 places in their travels. Although only a portion of the projected route was completed, the three had gained a great deal of experience which went a long way towards dispelling the myth of the day that landing places for floatplanes were always available. Williams and his boys discovered how easily winds and tides could upset the surface of those landing sites, the danger of floating and submerged obstacles, the extra work involved in loading and unloading and the necessity of increased maintenance against salt water. There was also one sure thing: they could not have, at the time, visited that area of the world in a land plane.

Ivor McIntyre was awarded a Bar to his AFC for his part in the flight, while Leslie Trist received the Air Force Medal (AFM.) Richard Williams was appointed a Commander of the British Empire (CBE.)

Less than two years later on March 12, 1928 McIntyre was killed in a civil flying accident. Trist left the RAAF and returned to New Guinea to fly for Guinea Airways. He was killed in 1931 on a flight from Lae to Wau when his Junker W34 hit the side of a cloud enshrouded mountain west of the Wompit Valley. Sir Richard died in Melbourne on February 7, 1980 of natural causes. ✉

Author's Note: *A 75th Anniversary reenactment flight departed RAAF Base Williams at Point Cook on September 25, 2001 consisting of three Cessna C208 aircraft – the command aircraft a floatplane carrying commemorative covers with a special cancel issued to Werribee Post Office. The flight was commanded by Cliff Hodges and three young Australians who were qualified pilots, Janine Vadala, 19, who is profoundly deaf, Vince Nicotra, 18, a qualified flying instructor and David Windle, a student at The Southport School on the Gold Coast. Like the original flight, they were unable to complete the full journey due to Civil Unrest in the Solomon Islands.*

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The author wishes to acknowledge the assistance of Steve Allan, Collection Manager, Office of Air Force History, Royal Australian Air Force in the preparation of this article.



let's talk EXHIBITING



David Piercey, FRPSC

EXHIBITING POSTAL HISTORY

Many of us collect covers – the envelopes, postal stationery and other official postal documents which have passed through the mails in the normal operations of the postal service, and many of us may specialize in the covers of a favourite issue or era in the country we collect. Organizing and mounting these covers to tell a philatelic story falls within the purview of a postal history exhibit.

Postal history exhibits are usually organized either by rate, by route, by markings, by means of transport, or by any other aspect of the historical development of mail transport in our selected area. As examples, postal history exhibits at recent Royal/Royales have included exhibits with titles like "The Travelling Post Offices of Victoria 1865-1832", "Brant County Postmarks and Cancels to 1930", "London Cancels: Development During the Victorian Period", "The Postal History of the Yukon", and "The Way Mails of New Brunswick", among many such others. Each of these exhibits has shown covers (or cancels) to exemplify their topic, and stamps are only included insofar as they have been used on these postal documents.

There are no particular tricks to exhibiting postal history, just the hard work of searching out a variety of covers in our area, analyzing the significance of each cover and developing a continuous running story line to weave all the covers together. Easier said than done, however, as our philatelic knowledge, for example, must be demonstrated by how well we analyze each cover and such knowledge often expands well beyond what a standard catalogue or a specialized handbook may survey. In fact, a postal history exhibit is evaluated using the same Big Four areas of Treatment, Philatelic and Subject Knowledge, Rarity and Condition, and Presentation, so must in some way be seen to address each of these criteria in the exhibit's formation.

As a particular example, let's consider what may be involved in the analysis of just one cover, as a postal history exhibit is expected to go beyond the mere description of each cover and instead bringing forward its significance within the exhibit and its story line. Take the single cover illustrated herein, an 1897 Newfoundland cover from a small outport to Halifax.



A simple description of this cover, to be placed alongside the cover in an exhibit, might go as follows:

"Lamaline to Halifax NS, July 14, 1897. Three cents letter rate to Canada plus five cents registration."

But, this is far too simple for a postal history exhibit, as it is only descriptive, and adds little beyond what is immediately apparent to the viewer. It fails to show little, if any, philatelic knowledge, which must be uncovered by further analysis through personal study and research.

A marginally better description might read:

"Lamaline to Halifax NS, July 14, 1897. Three cents letter rate to Canada (1893-1898), plus five cents registration, paid with ABNC Cabot issues of June 1897."

This description begins to show greater philatelic knowledge, but is really not yet suitable for a postal history exhibit. (It may be sufficient, however, for a thematic or perhaps a traditional exhibit, however.)

The following description demonstrates greater philatelic knowledge, proves a more thorough description of salient aspects of the cover, and is much more appropriate in a postal history exhibit:

"Lamaline to Halifax NS. Carried by courier from Lamaline to Burin; then carried by SS Alert to railhead at Placentia for conveyance to St. John's; Postmarked Lamaline Newf'd split-ring July 14, 1897. Backstamped St. John's Newf'd barred circle July 19, 1897, and Halifax NS Canada circular date stamp July 23, 1897. Three cents letter rate to Canada (1893-1898), plus five cents registration, paid with ABNC Cabot issues of June 1897."

Note too that the italicized text in the description begins to show a level of analysis beyond what is obvious on the cover, demonstrating some amount of personal study and research, which is an area that judges also look for in evaluating its award level.

Postal history exhibits, while interesting to the exhibitor and a small number of specialists, sometimes suffer from "too much sameness" in that showing page after page of similar-sized covers becomes somewhat monotonous for the viewer. Here the challenge then is for the exhibitor to make the exhibit more visually appealing by searching for variety in the covers, either covers with more than one stamp used to pay a proper rate (thus being perhaps a bit more colourful), by including covers with printed return addresses ("corner cards") or with attractive printed graphics ("illustrated mail"), all with an intent to enhance visual appeal. As long as such covers do not distract from the exhibit's treatment and development, they are fair game to include, and may even add to the difficulty of acquisition factor.

The illustrated exhibit page herein incorporates two covers, each having paid the proper rate with more than one stamp. As well, one cover is a piece of postal stationery, thus adding to the variety in the items shown. Note too the extensive cover write-up analyzing the postal history aspects of each cover and how the text is placed in an attempt to enhance the visual arrangement of the two covers.


FOREIGN MAILS

THE CROSS GULF ROUTES

THE REID CONTRACT: SS *BRUCE* - FROM PLACENTIA 1897-1898

The Bruce continued to sail from Placentia until the rail line was completed to Port aux Basques in June 1898.

Indian Island, February 10, 1898 to Lynn, Mass. *Winter mail from the Fogo Island area to the closest railhead at North Sydney, thence to St. John's for the mail train of March 3, 1898 to Placentia; then carried by Reid steamer, SS Bruce, from Placentia to North Sydney.* **INDIAN ISLAND NEWF'D** split-ring date stamp. Backstamped **SELDOM COME BAY NEWF'D** split-ring date stamp February 11, 1898; **FOGO NEWF'D** split-ring date stamp February 12, 1898; **HALL'S BAY R.T.P.O. NEWF'D** February 21, 1898; **ST. JOHNS NEWF'D** circular date stamp February 24, 1898; **BOSTON MASS** machine flag, March 8, 1898; and **LYNN, MASS REC'D** circular date stamp March 8, 1898. Five cents letter rate to the United States (1876-1906), paid with 1-cent provisional issue (Type A) of October 1897 and 1-cent and 3-cents ABNC Cabot issue of June 1897.

George F. Payne Esq. 267 Summer Street. Boston. Lynn. Mass. U.S.A.

Kingsbridge (St. John's), June 22, 1898 to Bradford, Yorkshire. *Carried by SS Bruce from Placentia to North Sydney, Nova Scotia.* Docketed on front "*per Bruce*" and "*via New York*" to indicate routing. Postmarked **NEW YORK FOREIGN** transit mark June 26, 1898 and **BRADFORD YORKS** receiving postmark, July 6, 1898. Backstamped **KINGSBRIDGE NEWF'D** split-ring date stamp June 22, 1898 and **ST. JOHNS NEWF'D** circular date stamp, June 22, 1898. Two cents post card rate to G.B. (1879-), paid with 1-cent ABNC post card issue of April 1897, and 1-cent crimson BABNC Royal Family issue of 1897.

This may have been the ***Bruce's*** *last trip from Placentia before being relocated to its new home at Port aux Basques.*

Correspondence from the home of D.W. Prowse, Newfoundland historian, living on Torbay Road near King's Bridge.

In conclusion, postal history exhibiting is often very rewarding for the exhibitor, as one can choose the scope and content of the exhibit, unbound by the expectations more frequently encountered in Traditional exhibiting. The only expectation is the exhibit must be interesting and tell a cogent story based on the text and the covers used to illustrate the story.

••••••••••••••••••••

A new book on Exhibiting has just recently been published – "The Path to Gold – 175 Proven Stamp Exhibiting Tips", by Steven Zwillinger. It is available through the American Association of Philatelic Exhibitors. Cost for non-members is $39.95 USD for the soft cover edition, plus $7.00 shipping to Canada, and may be ordered at http://www.aape.org/orderbook.asp. Covering such aspects as preparation of Title and Synopses pages, exhibit layout and layout difficulties, exhibit endings, and including many, many illustrative examples of pages from Gold-medal level exhibits, it is heartily recommended! ✉

Brampton School's Philatelic
YOUTH PROJECT AT WORLD STAMP SHOW

By Kathy Hartley

This is a story about what can happen when people are inspired to share their knowledge and enthusiasm for a project and decide to take it to the next level.

Earlier this year, two teachers from Mount Royal Public School in Brampton, Ontario shared the book The Stamp Collector by Jennifer Lanthier, with their Grade 8 students. The teachers, Eva Dillenbeck and Andrew Kinal, decided to incorporate a unit on postage stamps into their curriculum because they saw it as "a cross-curricular, experiential learning experience covering language (both French and English), geography, history, and visual art." They contacted the Royal Philatelic Society of Canada and president George Pepall suggested they ask members of neighbouring Bramalea Stamp Club for advice.

The teachers were invited to the club's Annual February Show and Bourse, and provided with basic philatelic materials to spark their class's interest. Club members Ingo Nessel, Jerry Piotrowski and Bob Thorne put their heads together and created a slide show that, while focusing on the interests of grade school children, also described in real philatelic language what the hobby of stamp collecting is all about. This slide presentation, which will be available on The RPSC website, was made at the school on March 8, 2016.

The children were attentive and all agreed the presentation was a great success. The teachers followed up by having each student design a postage stamp. Each stamp was accompanied by a statement describing what the student intended their stamp to represent. Their work was incredible.

Enter the Librarian.

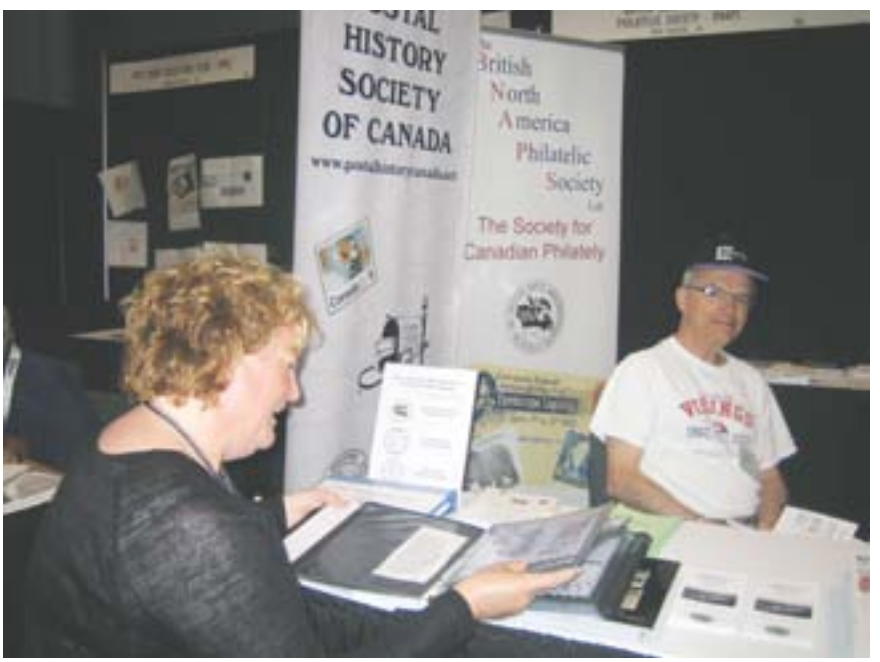
It was a week before all philatelic eyes would be focusing on the World Stamp Show in New York City, and just over a month before the students would be released to enjoy their summer vacations. Meanwhile, both teachers knew they'd be heading off to postings in new schools in September. Having worked with school-age children in my pre-Vincent Graves Greene Philatelic Research Foundation (VGGPRF) life, I saw an opportunity for something wonderful to happen.

What eventually took place was beyond my wildest dreams.

Over my time here at the VGGPRF, I had built a solid relationship with the good people at Canadian Stamp News, in particular, their reporter Jesse Robitaille, who always had an open ear for story ideas. The work of the teachers, students and the Bramalea philatelists certainly was worth a story in their paper.

As well, if the kids could get a hard copy of the story in their hands as take away before they left for their summer holidays, not only would they have an answer to the "What did you do at school today" question, every one of those 80 families would have a launching pad into a discussion of their own history of stamp collecting. While these conversations could be started and shared at home, every stamp club event publicized in that issue of CSN would be exposed to anyone looking to revisit or begin a philatelic adventure.

Robitaille was keen to write something up. He and Jerry Piotrowski agreed to meet here at the library to do an interview. For 'colour' Jerry had picked up the stamps designed by the kids, to bring in. Meanwhile I was assembling promotional material for the Canadian table at the New York show hosted by the British



Karen Walsh looking through the binder of work done by the students with George Pepall, president of The Royal Philatelic Society of Canada, looking on.



Canadiann stamp designer Andrew Perro signing a cover that was sent to the students in Bramalea after he wrote a comment, having just browsed their work.

North America Philatelic Society, Postal History Society of Canada and The Royal Philatelic Society of Canada.

In my mind, this collaboration undertaken by the teachers, students and philatelists was something that could and should be shared on a bigger stage. Indeed, George Pepall had planned to discuss this Youth Project during the RPSC presentation taking place on the Friday in NY. Here was an opportunity for us to illustrate how a fairly simple project could have a much wider effect. The teachers were honoured to give permission to use the artwork and commented that most of the students were "flabbergasted" to be asked. They asked that photos be taken for use in future projects.

Along with the binder full of art, I made a small notebook available for viewers to offer their comments. Both items were on the Canadian table for the duration of the Show and also present at Pepall's presentation. Ingo Nessel was in attendance during the presentation to offer his insight as well and the project was well received by the audience.

Knowing that tangible take-home material always helps to preserve memory of an event, and understanding that the kids needed to have proof that their work had made it to New York, I had spent time taking photographs and accumulating items that I could mail back to the Brampton school. Imagine receiving a package, in the mail, from the faraway place where your art is on display! What a great way to end a school year, especially as it would arrive just as Robitaille's story was set to be published.

This package included, for each student, two sets of waterless dinosaur tattoos from Canada Post, NY2016 show stickers, a life size image of a cell phone that advertised the United States Postal Services just released StampApp, a cover from the Show, a set of Cinderellas advertising Rare and Famous Postage Stamps gifted by one of the stamp dealers, and some miscellaneous publications about the joys of kids collecting stamps for the classes to share.

I found myself staffing the Canadian table after George's presentation. Things seemed to be winding down, until a young man came by and took a seat. I asked him what his interest was in Canadian philately.

It turned out that he was Andrew Perro who designed last year's set of the Dinos of Canada. I seized the opportunity to have him write a comment in the student's notebook. He very kindly obliged and also autographed a Dino cover and the Royal Canadian Army Cadets 125th anniversary cover for the class.

These covers were added to the collection of material sent to Brampton from the Show.

Robitaille's front-page Canadian Stamp News story ran (June 28-July 11, 2016 – Vol. 41, No. 5) and was shared with the classes. In an email, Andrew wrote: "One word… FANTASTIC!"

The photos taken in NY were emailed to the school, and the package of material arrived a few days later. The teachers reported, "We showcased them to the students and they were very happy to hear about their stamps being exhibited to an international crowd. Also, they also "dug" the dinosaur stamps."

Each of us who ended up participating in the Mount Royal Public School Grade 8 class project is now part of a bigger story. Whether the experience inspires the students to collect, or reignites a family member's interest in a hobby, which they had put aside years ago, we were all part of an important moment in philatelic history.

The last word goes to the teachers. "We hope to work with all of you again next school year, and encourage any suggestions you may have to make things even better. Involving community members in the school's life has a tremendous impact. Who knows, in addition to the unit, there may be an opportunity to put Jerry, Bob and Ingo's suggestion of starting a stamp club at this new school." ✉

Kathy Hartley is Reference Librarian at the Harry Sutherland Philatelic Library in the Vincent Graves Greene Philatelic Research Foundation and a member of the Philatelic Specialists Society of Canada.



ABRAHAM GESNER (1797 – 1864)

PRE-EMINENT NOVA SCOTIAN

Fig. 1 Sketch of Gesner

By Michael Peach, FRPSC

When taking a drive in the Kentville/New Minas area of the Annapolis Valley of Nova Scotia, somewhat off the beaten track, you will find a monument to Abraham Gesner in Chipman Corner (fig. 1). The plaque states that Gesner, one of a rare group of multitalented Victorians, was a physician, geologist, and general scientist (fig. 2). One of his major claims to fame was the refining of kerosene in 1846 and he is considered a primary founder of the world's oil industry. Kerosene, or coal oil, burned cleaner and was less expensive than the then-used whale and vegetable oils. This was a leading factor in the demise of the United States whaling fleet. Whereas in 1846 there were 735 ships in that fleet, 30 years later, in 1876, it was down to a mere 39 ships. Kerosene had taken over the whale oil market. Gesner is now credited with saving more whales than Greenpeace ever will! The price of sperm oil reached its high of $1.77 per gallon in 1856; by 1896 it sold for 40 cents. Yet, it could not keep pace with the price of refined petroleum, which dropped from 59 cents per gallon in 1865 to a fraction over seven cents by 1895.

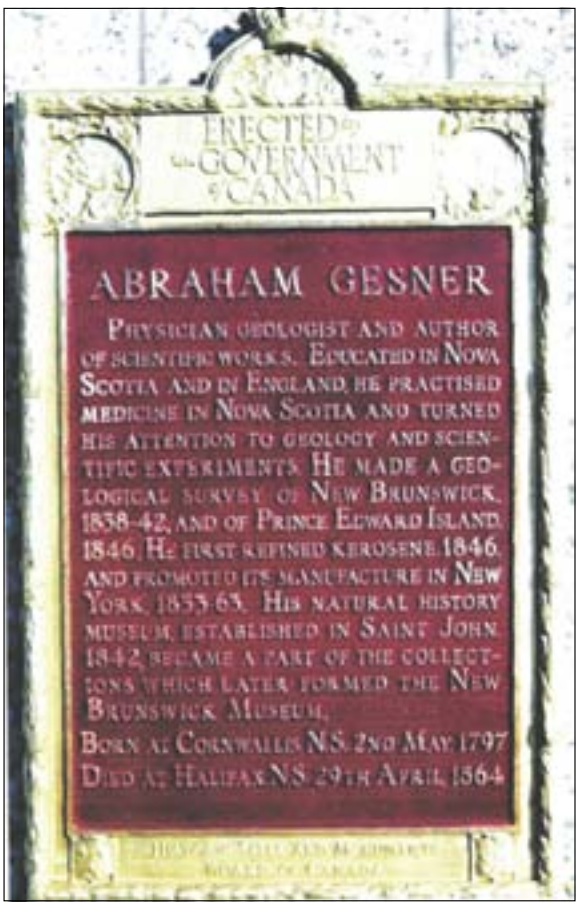


Fig. 2 Gesner plaque



Fig. 3 Petroleum 5¢ stamp.

Kerosene has been featured on three stamps issued by Canada Post. The 1958 Oil Industry stamp marked the centenary of the first Canadian oil well at Oil Springs, near Windsor, ON and the World Power Conference in Montréal. It shows a brightly burning kerosene flame and an oil refinery (fig. 3). As part of the 1988 Canada Day Science and Technology series, one of the stamps shows a chimneyless lamp with a brightly burning kerosene flame (Scott No. 1206) (fig. 4). Gesner himself was also honoured in the Father of Invention series of the millennium stamps (fig. 5). The craggy-faced Gesner looms out of the background holding a flask of yellow kerosene in his left hand and an oil lamp in the other hand.

Abraham Gesner was born in Cornwallis Township, now Chipman Corner, on May 2, 1797, and died in Halifax on 29 April 1864. He and his brothers were educated at the local elementary school. After leaving school he went to sea, but this was not his calling. He also tried his hand at shipping horses from Nova Scotia to the West Indies. In 1824 he married Harriet, daughter of Dr. Isaac Webster of Kentville, Nova Scotia.



Fig. 4 Kerosene 37¢ stamp.

With financial help from his father-in-law, he enrolled as a medical student in London (England), studying first medicine at St. Bartholomew's Hospital and then surgery at Guy's Hospital. He probably also took courses in mineralogy and geology.



Fig. 5 Millenium 46¢ stamp

On returning to Nova Scotia he began to practice medicine at Parrsboro on the north side of the Minas Basin, an area of great geological interest. While on his medical rounds he made notes about the geology and mineralogy of the area. In 1836 he penned his first book, Remarks on the geology and mineralogy of Nova Scotia, which included a discussion of the key deposits of iron and coal.

He became well known as a mineralogist and in 1837 was asked to examine certain areas of New Brunswick for coal. In 1838 he became the first government geologist in a British colony when he was appointed New Brunswick Provincial Geologist, charged with producing a similar geological survey of that province. It was during this survey that he found a bituminous asphalt in Albert County, which he named alberite. When heated to a high temperature in a closed retort it produced kerosene. In 1842 he established the Gesner Museum in Saint John, New Brunswick, the first public museum in Canada. His collection of animals, plants and minerals formed the nucleus of the present collection.



UNITED STATES PATENT OFFICE.

ABRAHAM GESNER, OF WILLIAMSBURG, N. Y., ASSIGNOR TO THE ASPHALT MINING AND KEROSENE GAS COMPANY.

IMPROVEMENT IN KEROSENE BURNING-FLUIDS.

Specification forming part of Letters Patent No. 11,062, dated June 27, 1854.

To all whom it may concern:

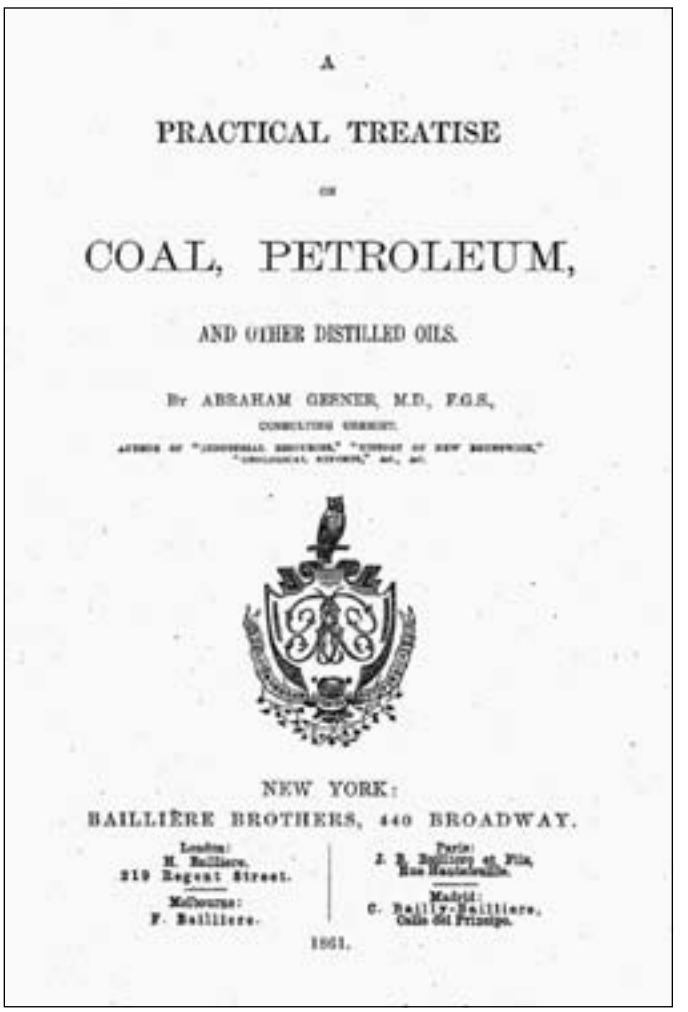
Be it known that I, ABRAHAM GESNER, late of the city and county of New York, now of Williamsburg, in the county of Kings, and State of New York, have invented and discovered a new and useful manufacture or composition of matter, being a new liquid hydrocarbon, which I denominate "kerosene," and which may be used for illuminating and other purposes, of which the following is a specifi-

ately volatile and inflammable, but will not, like the "A," yield a good light by having a current of air passed through it and burned.

The third or low proof fluid I call "C" kerosene, and suppose it to be composed of six parts or equivalents of the heavy and four of the light liquid. Unlike the "A" and "B," the lower liquid preponderates in and gives character to the "C" kerosene. Its specific gravity is .800, and its boiling-point is 336° Fahrenheit. Unlike "A" and "B" it is not solu-

Fig. 6 27 June 1854 Patent

In 1854 he obtained patents for his discovery of kerosene and the perfection of its extraction (fig. 6). He appears to have devoted much of his energy to the production and use of kerosene on Long Island, New York. Unfortunately, a chemist in England had obtained a similar patent in 1852 for paraffin oil and Gesner's company eventually had to pay royalties. In 1863 he sold his patents and returned to Halifax where he was appointed Professor of Natural History at Dalhousie University. He



A

PRACTICAL TREATISE

ON

COAL, PETROLEUM,

AND OTHER DISTILLED OILS.

By ABRAHAM GESNER, M.D., F.G.S.,

CONSULTING CHEMIST.

AUTHOR OF "GEOLOGICAL REPORTS," "HISTORY OF NEW BRUNSWICK," "GEOLOGICAL REPORTS," &c., &c.

NEW YORK:

BAILLIÈRE BROTHERS, 440 BROADWAY.

London:
H. Bailliere,
219 Regent Street.

Paris:
J. B. Bailliere et Fils,
Rue Hautefeuille.

Melbourne:
F. Bailliere.

Madrid:
C. Bailly-Bailliere,
Calle del Principe.

1861.

Fig. 7 Treatise

began preparation of the second edition of his landmark textbook, "A practical treatise on coal, petroleum and other distilled oils" that had been published in 1861 (fig. 7). He died in Halifax shortly thereafter on April 29,1864. His son, George Weltden Gesner, had his book published in 1865.

Besides the plaque at Chipman Corner, there are other memorials to Gesner. In 1933 Imperial Oil, a Standard Oil subsidiary, erected a memorial in the Camp Hill cemetery in Halifax. This has recently been cleaned and polished (fig. 8). There is a Gesner Street in Halifax (fig. 9) and a Gesner Court in the west part of Ottawa. The 1973 GM calendar featured Canadian Inventors, including Gesner (fig. 10). The collage shows Gesner with a kerosene lamp, a view of a revolving retort to produce oil from coal or shale, the New Brunswick Museum in Saint John and a demonstration of kerosene burning. ✉



Fig. 8 Gesner Monument Camp Hill cemetery courtesy of Grant Wach



Fig. 10 1973 Calendar



Fig. 9 Gesner Street, Halifax

Varieties

by "Napoleon"

U.S. POSTAL CARD VARIETY

This piece takes a vacation from the usual European destinations and goes south to August 1, 1958 Philadelphia. Perhaps the first lesson here is that varieties can be found in many philatelic items, not just stamps. On August 1, 1958 the United States issued a 3-cent postal card with the indicia matching the 3-cent Statue of Liberty stamp in the then-current definitives set. The design included the "IN GOD WE TRUST" motto in an arc over the statue.

But some of the cards were missing that first "I" in the motto. Those with the missing "I" and the first day of issue postmark are priced at $175 in the 2007 *Scott Specialized Catalog* of United States Stamps and Cover & Covers. Obviously the postal card exists without the first day cancellation, and the price drops to $25, but that is still a significant multiple over the unused price of $0.50 and the *Scott*-minimum-value used price of $0.20 for a normal copy of the card. ✉



1958 postal card with first day cancellation.



Detail of the missing "I."

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

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.

PRESIDENT'S page



la page du PRÉSIDENT

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

We were pleased to share a society table with BNAPS and the Postal History Society of Canada at the spring mega-show in New York. That collaboration led to many friendly reunions and much lively conversation, not to mention the efficiency of sharing the coverage of the table and the costs. A Canada Day of sorts took place on June 3rd, when some of us offered video presentations and later met for an all-Canadian dinner. Our thanks to our busy IL Officer and director Jim Taylor for the organizing.

Many thanks and congratulations also go out to Leigh Hogg and his hardworking team from the K-W Philatelic Society who put on Royal* 2016* Royale. The show was made special by the variety of philatelic presentations drawn from the club and community, and by the enthusiastic commitment to attracting youth and new people into the hobby.

Speaking of youth, I want to mention the highly successful project of going into schools with a stamp-designing workshop led by the Bramalea S.C., who were contacted by two enterprising teachers after an email sent to me. The most imaginative and attractive projects were shared with visitors in New York. The success of this event shows what can be done to share the hobby with students if a club can somehow connect to an open-minded teacher. (See story elsewhere in this issue.)

An enormous undertaking by The Board and Executive involves the purchase of 112 of state-of-the-art exhibit frames (224 faces) from the New York show. I won't go into the details now, since the logistics of pickup, delivery, border crossing and storage have to be worked out as I write this. However, a fundraising campaign will need to be undertaken in the fall to offset the expenditure that will be made.

When I raised the possibility that The Canadian Philatelist could conceivably be sent to members in digital form in an earlier column, the feedback I got indicated that many members prefer a hard copy, for a number of understandable reasons. All members can rest assured that their printed copies of the journal will continue to be delivered to them in the traditional way.

Nous avons eu le plaisir de voir notre société réunie à la même table que la British North America Philatelic Society (BNAPS) et la Postal History Society of Canada lors de l'exposition de grande envergure tenue le printemps dernier à New York. Cette collaboration a donné lieu à de nombreuses réunions amicales et à beaucoup de conversations animées, sans parler de l'efficacité liée au partage de la table et des coûts. Un genre de fête du Canada a eu lieu le 3 juin alors que certains d'entre nous ont offert des présentations vidéo et se sont réunis plus tard autour d'un repas entièrement canadien. Nous remercions notre énergique agent de liaison et directeur, Jim Taylor, pour l'organisation.

Nous remercions et félicitons également Leigh Hogg et son équipe dynamique de la société philatélique de Kitchener-Waterloo qui ont organisé Royal*2016*Royale. L'exposition s'est démarquée par la variété des présentations philatéliques produites par le club et d'autres gens de notre milieu et par la volonté enthousiaste d'attirer des jeunes et des nouveaux à notre passe-temps.

Parlant de jeunes, je désire mentionner le projet particulièrement bien réussi de visites dans les écoles pour offrir des ateliers de création de timbres organisés par le club philatélique Bramalea, auquel deux enseignants débrouillards se sont adressés après m'avoir envoyé un courriel. Les projets les plus imaginatifs et les plus attrayants ont été présentés aux visiteurs à New York. Le succès de cette activité illustre une façon de transmettre notre loisir aux élèves lorsqu'un club arrive à créer un lien avec un professeur à l'esprit ouvert. (Voyez le récit ailleurs dans le présent numéro.)

Le conseil d'administration et la direction se sont attelés à une tâche énorme en achetant à l'exposition de New York 112 des meilleurs cadres qui soient (224 faces). Je n'entrerai pas dans les détails maintenant, car la logistique du ramassage, de la livraison, du passage à la frontière et de l'entreposage n'est pas encore au point alors que j'écris ces lignes. Il faudra cependant entreprendre une campagne de collecte de fonds à l'automne pour compenser la dépense ainsi engagée.

Lorsque, dans une chronique précédente, j'ai émis la possibilité que Le philatéliste canadien soit transmis aux membres sous forme numérique, les commentaires que j'ai reçus ont révélé que de nombreux membres préfèrent l'exemplaire papier, et ce, pour nombre de raisons compréhensibles. Tous les membres peuvent être assurés qu'ils continueront à recevoir un exemplaire imprimé de leur revue, livré de la façon traditionnelle.

Des postes au conseil d'administration sont toujours vacants et devront être dotés après l'élection de cette année

Vacancies on the Board remain to be filled after this year's election, which sees the departure of John Beddows, Rob McGuinness and David Piercey. All three have served their full three terms of eligibility, and our sincere thanks goes out to them. Succession planning for future directors and for other officers of the Society is an ongoing concern for us all. Beyond the formal positions on the Board and as officers, we are on the lookout for volunteers to help us have an active Facebook presence and to manage and promote advertising in our journal. We also need a legal advisor, and helpers to assist in managing the membership renewal process at the end of the calendar year.

Despite these needs, we continue to benefit from the volunteer spirit of many members, both within the National Office and across the country in local chapters. Our sincere thanks go out to them at this time.

I was pleased that after a year's hiatus, a Geldert Medal has been awarded, to Dr. David Piercey, our retiring director in charge of the national judging program. The medal presentation will take place at this year's convention. Our thanks go to the selection committee, who are prime examples of the volunteer spirit at work in our Society.

In the same vein of volunteers and leaders, we do need to be sure that we know for several years in advance where our next conventions will be. There is no denying the work involved, but the satisfaction of an important job well done, and the boost to the local club(s) involved, is always rewarding to the hosts of a Royal.

"Isn't that our ultimate legacy? The people we meet along the way who become our friends and share our philatelic passion eventually eclipse the very pieces of paper we so eagerly seek." (Wade Saadi, World Stamp Show President) ✉

qui verra le départ de John Beddows, Rob McGuinness et David Piercey. Chacun d'eux a entièrement rempli ses trois mandats admissibles et nous les remercions sincèrement. La planification de la relève avec de futurs directeurs et d'autres responsables de la société nous concerne tous. En plus des postes officiels au conseil d'administration et à la direction, nous cherchons des volontaires pour nous aider à maintenir une présence active sur Facebook et gérer et promouvoir la publicité dans notre revue. Nous avons aussi besoin d'un conseiller juridique et d'aides pour nous épauler dans la gestion du processus de renouvellement d'inscription des membres à la fin de l'année civile.

Mis à part ces besoins, nous continuons à mettre à profit l'esprit de volontariat de nombreux membres, tant au Bureau national et dans tout le pays que dans les sections de clubs locales. Nous les remercions sincèrement.

J'ai été heureux de constater qu'après une interruption d'un an, la médaille Geldert a finalement été accordée à David Piercey, notre directeur sortant chargé du programme national d'évaluation. La présentation de la médaille a eu lieu au congrès annuel de cette année. Nous remercions le comité de sélection, dont les membres sont des exemples éloquents de l'esprit de volontariat à l'œuvre dans notre société.

Dans le même ordre d'idée, concernant les personnes qui offrent leurs services volontairement et celles qui prennent la tête, nous devons savoir plusieurs années à l'avance où nos congrès auront lieu. La tâche à accomplir est loin d'être négligeable, mais la satisfaction d'avoir bien fait un travail important et la stimulation qu'en retirent les clubs participants sont toujours une récompense pour les hôtes d'un congrès Royal.

« Notre legs suprême n'est-il pas le suivant? Les gens que nous rencontrons tout au long de notre parcours deviennent nos amis, ont en commun la même passion pour la philatélie et finissent par éclipser tous les bouts de papier que nous convoitons si ardemment » (Wade Saadi, président du World Stamp Show). ✉

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 69080, St. Clair Post Office, Toronto, ON M4T 3A1.

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. 69080, St. Clair Post Office, Toronto, ON M4T 3A1) 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-29600 • Bert Goedhart
Canadian postage stamps, unused and used

I-29601 • Henny Uyl
Canada, Christmas, owls, butterflies

I-29602 • JB Johnson

I-29603 • Milton Kovac
Canadian postal stamps and material

I-29604 • Tommy Wortley

I-29605 • Wilson Wong
MNH King George VI, postally used former USSR republics, used sports

I-29606 • John Bent
Canada & provinces, UK & Canal Zone, Great Britain

I-29607 • Myron Palay

I-29608 • Rick Yakabowich
Canadian Stamps; Great Britain Stamps; Canadian Revenue Stamps

I-29609 • John Beaton
Canada, US, and worldwide

I-29610 • Ramo Blazevic
Stamps Worldwide

DECEASED MEMBERS / MEMBRES DÉCÉDÉS

L-19215 • Hans Steinbock

I-26759 • John T. Anders

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.

CHAPTER chatter



parlons des CHAPITRES

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

When you see this column, perhaps your chapter's leaders (directors?, volunteers?) will be starting to plan the fall stamp program for your club members. I've found in visiting chapters and in communicating with chapter leaders that many of the same decisions and challenges are on their minds, even though no two chapters are totally alike.

For example: Does the chapter have a program director who will plan events for each meeting that allow members to acquire stamps and learn about stamps, as well as to connect with one another? Has the club reporter got the word out about the September program via email or, ideally, in a newsletter?

Has the publicity person been identified so (s)he can know to promote the meetings and show in the local media? If you are fortunate enough to have a website, is your webmaster aware of your plans for the meetings? A website is an important resource to have, but it's only as good as the freshness of the information it contains.

Has the treasurer made a financial report for the past year's income and expenses, and included the bank balances for both the current account at the bank and any reserves or investments? Does (s)he keep a paper trail of receipts and invoices? Is the president one of the co-signers on the chapter expense cheques?

Has the show chairperson booked a hall for the annual or biannual show? Usually a deposit is required to hold the booking, and it's in the chapter's interest to protect the booking by making that payment well in advance.

Is there a constitution or set of by-laws or guidelines in place to direct the leaders at election time? to help define the benefits of membership? (If any chapter is in need of a constitutional document to use as a starting point, I can help.)

FURTHER SUGGESTIONS:

Minimize business in regular meetings: members want to deal with stamps and socialize, not listen to minutes being read or last year's events being rehashed.

Try to have a balance in each meeting of chances to get new stamps and covers through auctions, dealers, sales circuits or trading; learning about stamps through a video presentation or show-and-tell; and just chatting with one another. ✉

Lorsque vous lirez la présente chronique, les responsables de vos sections (directeurs? volontaires?) seront peutêtre en train de préparer le programme des timbres de l'automne pour les membres de vos clubs. J'ai constaté, en visitant les sections de clubs et en communiquant avec leurs responsables, que souvent, elles ont les mêmes décisions à prendre et affrontent les mêmes difficultés, bien que pas deux d'entre elles ne soient identiques.

Par exemple : la section a-t-elle un directeur de programme pour planifier les activités de chaque réunion qui permettent aux membres d'acquérir des timbres, d'en apprendre sur le sujet et d'échanger les uns avec les autres? Le porte-parole du club a-t-il informé les membres du programme de septembre par courriel ou, idéalement, dans un bulletin?

Une personne responsable de la publicité a-t-elle été nommée afin d'être en mesure de faire la promotion des réunions et des expositions dans les médias locaux? Si vous avez la chance d'avoir un site Web, votre webmaître est-il au courant de vos projets de réunions? Un site Web s'avère une importante ressource, mais sa pertinence se limite à l'actualité de l'information qu'il contient.

Le trésorier a-t-il rédigé un rapport sur les revenus et les dépenses de l'année écoulée en y indiquant les soldes bancaires pour le compte courant, les réserves ou les investissements? Conserve t-il une trace documentaire des reçus et des factures? Le président estil l'un des co-signataires des chèques de dépenses de la section de clubs?

Le président d'exposition a-t-il réservé une salle pour l'exposition annuelle ou bisannuelle? Habituellement, un dépôt est exigé pour qu'une réservation soit enregistrée et il est dans l'intérêt de la section de clubs d'effectuer ce paiement longtemps à l'avance afin de conserver la réservation.

Existe t-il une constitution, des règlements ou des directives pour guider les dirigeants au moment des élections et définir les avantages d'être membres? (Si une section de club a besoin d'un document constitutionnel qui servira de point de départ, je peux lui apporter mon aide.)

AUTRES SUGGESTIONS :

Réduisez les activités administratives pendant les réunions régulières : les membres veulent s'occuper de timbres et socialiser et non écouter la lecture de procès-verbaux ressassant des choses de l'année passée.

À chaque réunion, essayez de trouver un équilibre entre les chances d'obtenir de nouveaux timbres et plis dans les encans, par l'entremise de négociants, dans les circuits de vente ou les échanges, l'apprentissage au moyen de présentations vidéo, de présentations interactives ou simplement en conversant les uns avec les autres. ✉

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AJAX PICKERING STAMP CLUB
Chapter 163 The Ajax Philatelic Society meets every 2nd & 4th Thursday at the Ajax Public Library (Main Branch), 65 Harewood Avenue South, Ajax at 6.30pm to 9pm. September to June (no meetings in July & August). Discussions and a 40 lot auction at all meetings. Refreshments provided. New members and guests are welcome. For more information contact David Goreski at 905-579-3349 or donaldbeaumont@yahoo.com

ASSOCIATION DES NUMISMATES ET DES PHILATÉLISTES DE BOUCHERVILLE INC.
Chapter C-241 - L'Association tient quatre fois par année un Salon Timbres et MonnaiesMC de deux jours et des rencontres un dimanche les autres mois. Elle organise également des ateliers/conférences un samedi par mois. Il y a relâche des activités en juillet et août. Consultez le site Internet anpb.net pour le calendrier des activités. Inscrivez-vous sur notre site pour recevoir des courriels d'invitation à nos activités. L'Association publie une revue électronique disponible gratuitement sur le site Philabec.com. Adresse courriel : info@anpb.net

CLUB PHILATÉLIQUE "LES TIMBRÉS" DE BOISBRIAND
Section adulte: Tous les lundis soirs de 18h45 à 21h. Section junior: Tous les samedis de 9h. à 11h30; au Centre socio-culturel de Boisbriand, 480 rue Chavigny, Broisbriand, QC, J7G 2J7; information: Louis-Georges Dumais Président 450-979-7371 et M. Maurice Touchette Vice-président-Trésorier 450-435-5973.

BRAMALEA STAMP CLUB
RPSC Chapter 144 meets the 1st Sun. Oct. to June 2-4 p.m. and the 3rd Tues. year round 7:30-9:30 p.m. at Terry Miller Recreation Complex, Williams Parkway (between Dixie Rd. and Bramalea Rd.) Brampton, ON. Contact: Bramalea Stamp Club, Box 92531, Bramalea, ON L6W 4R1.

BURLINGTON STAMP CLUB
Chapter 200 - The Burlington Stamp Club meets at the Burlington Seniors Centre, 2285 New Street, Burlington, in the Boutique Room from 7 pm - 9 pm on the 1st and 3rd Wednesdays of the month from September to June. No meetings in July or August.Visitors always welcome. Contact Norm Macneall at 905-336-8685 or macneall@cogeco.ca.

CANADIAN AEROPHILATELIC SOCIETY
RPSC Chapter 187, yearly membership for Canadians $20 Cdn, for Americans $22 Cdn. and for all other countries $25. No formal meetings, but members join the RA Stamp Club meetings at the RA Centre, 2451 Riverside Dr., Ottawa, ON at 7:30 p.m. every Mon. except June to Aug. Contact: Brian Wolfenden, 203A Woodfield Drive, Nepean ON K2G 4P2. (613) 226-2045.

CLUB PHILAS
Les membres de Philas se réunissent à tous les deux samedis, de septembre à mai de 9h30 à 11h00. Les réunions ont lieu au Centre Henri-Lemeiux, la carte de membre est de $15 par année et une nouvelle inscription est $40 pour les jeunes et $25 pour les adultes. Pour informations: Johane Perreault, présidente de Philas, 1142, Lloyd George, Verdun (Québec) H4H 2P3, par téléphone au (514) 767-4864, par courriel à philasalle@videotron.ca.

CLUB PHILATÉLIQUE DE DEUX MONTAGNES
Section adulte rencontre tous les mardis soirs de 19:00 à 22:00 à la bibliothèque de Deux Montagnes, 200 Henri-Dunant. Information: Denis Pepin, Président 450-472-9332. Bilingual club meets every Tuesday night between 7:00 pm and 10:00 pm at the Deux Montagnes Library, 200 Henri-Dunant. Information: Denis Pepin, President 450-472-9332.

COBOURG STAMP CLUB
Chapter 106 meets the 2nd and 4th Wednesdays of each month (Sept through May) and once a month during June, July and August at the Salvation Army Citadel, 59 Ballantine St., Cobourg. For further information re club activities please contact Harold Houston, 22 Jeffries St, Port Hope, ON L1A 4K9. Telephone 905-885-0075, E-mail hhouston@cogeco.ca.

COLBORNE STAMP CLUB
Chapter 205 meets on the second Tuesday of the month September to May inclusive at 7pm at the Old St. Andrews Presbyterian Church Hall, 45 King Street East, Colborne,ON. For further information re club activities please contact Sharron MacDonald at 905-355-2691. E-mail sharron@start.ca.

FENELON STAMP CLUB
Chapter 176 meets on the second Monday of each month at 7:30 p.m. at the Immanuel Baptist Church Hall, 20 Bond E, Fenelon Falls, ON. Information: President, Lloyd McEwan (705-324-7577), lmccewan@sympatico.ca

FRASER VALLEY STAMP CLUB
Meets at 7:00 pm on the 2nd Tuesday of each month at W.J. Mouat Secondary School, 32355 Mouat Drive, Abbotsford, BC (at the corner of Maclure & Tretheway). Contact Doreen McMillan at 604-852-5684 or e-mail dedutch13@shaw.ca.

FUNDY STAMP COLLECTORS CLUB
Meets the 1st Thursday, except July and August, at 6:30 pm at the Riverview Parks and Recreation office on Biggs Drive in Riverview. Contact TFSCC, c/o 34 Berwick Streeet, Riverview, NB E1B 5P4 or visit our website at www.fundystampclub.ca.

GEORGIAN BAY COIN & STAMP CLUB
The club has two chapters, Wasaga Beach which meets the third Thursday of each month at The Prime Time Club, 1724 Mosley Street, Wasaga Beach, Ontario 6.30PM, and in Midland which meets the first Tuesday of each month at the North Simcoe Sports and Recreation Centre, 527 Len Self Boul., Midland Ontario, 6.30 PM. Contact is Peter Barnes (705) 534-3771.

INSURANCE AND BANKING PHILATELIC SOCIETY OF GREAT BRITAIN – CANADIAN BRANCH
Meetings are held at 5 pm on the third Thursday of each month at the Albany Club, 91 King Street East, Toronto, ON M5C 1G3. Contact either Joe Janthur (President) 416-364-4112 or Herb Kucera (Secretary) at 416-494-1428.

KELOWNA AND DISTRICT STAMP CLUB
Chapter 90 meets on the second Monday of the month, September to June, at 7 p.m. at the Senior Citizens Club 17, 1353 Richter at the corner of Fuller and Richter, Kelowna, BC. Contact: Kelowna and District Stamp Club, c/o The Secretary and Treasurer, 1185 Cerise Dr, Kelowna, BC V1Y 9J9

KINCARDINE STAMP CLUB
Chapter 196 meets the 1st Wednesday of the month at the Davidson Community Centre on 601 Durham St. in Kincardine. Contact President John Cortan 519-395-5817 or Secretary Andrew Lunshof 519-396-5910. Club mailing address is 677 Hunter Street, Kincardine, ON N2Z 1S6 or e-mail: kincstampclub@hurontel.on.ca.

KITCHENER-WATERLOO-CAMBRIDGE REGIONAL POST CARD CLUB
Meets on the 2nd Wednesday in May, September and November at 7:00 p.m. and on the 2nd Saturday in January and March at 1:00 p.m. at Victoria Park Pavilion, 80 Schneider Street, Kitchener, ON N2G 4G7.

LONDON & MIDDLESEX STAMP CLUB
Chapter 204 meets every other Fri. Sept. to May, at 7 p.m. in St. Michael and All Angels Anglican Church, 397 Springbank Drive, London. Meeting at 8 p.m. Contact Patrick Delmore at 519-471-7139.

MONTREAL PHILATELIC CLUB
Chapter 122 meets monthly from September to June, at 7:30 p.m. at the Westmount Library, 4574 Sherbrooke St. W, Westmount. Contact: 25 Levasseur, St. Constant, QC J5A 1M9. Telephone: 514-735-3941; E-mail: lslaven@sympatico.ca.

MOOSE JAW STAMP CLUB
Chapter 248 meets on the 2nd and 4th Wednesday of the month from September to May at Lindale School Staff Room, 1322-11th Ave. NW, Moose Jaw, SK. Meetings start at 7:00 pm. For more information contact Les Mossauer at 306-692-1323 or e-mail l.mossauer@shaw.ca.

NELSON STAMP CLUB
Meets every third Thursday of the month, except July, August and December at 7:00 p.m. 911 Third St, Nelson B C, V1L 2R5
Phone: 250-352-3728, email: guscurtz@hotmail.com.

OKANAGAN MAINLINE PHILATELIC ASSOCIATION
The club meets 5 times a year for a show, auction and bourse on Saturdays from 10:00 am to 2:00 pm, in January, March, May, September and November in Winfield, Penticton, Summerland and Vernon. Contact Roy Heinrichs for more info at 250-542-4127 or rhein2@telus.net. Visit our website at www.okanaganstampclubs.ca.

OWEN SOUND STAMP CLUB
Chapter 191 meets the 3rd Wed. at 7 p.m. at St. Mary's High School, 555 15th St. East, Owen Sound, ON. Trading, auctions, circuit books. Contact Robert J. Ford, 721 8th Ave. E., Owen Sound, ON N4K 3A5. Contact Phil Visser, 519-376-6760, email: visserps@bell.net.

PEACE ARCH STAMP CLUB
Chapter 243 meets on the first Wednesday of each month (except July and August) from 5:30-9:00 p.m. at White Rock/Surrey Come Share Society, 15008-26th Avenue, Surrey, B.C. For more information visit our website at www.peacearchstampclub.com.

PENTICTON AND DISTRICT STAMP CLUB
Chapter 127 meets the 1st Sunday of each month, from Sept. to May, from 2-4 p.m. at Penticton United Church, Lower Level Hall, 696 Main Street, Penticton. Contact: Gordon Houston (Secretary), 298 Cambie Street, Penticton, BC V2A 4G8, e-mail: gordandlou@shaw.ca.

PERTH STAMP CLUB
Meets the 2nd and 4th Wed. Sept. to June, 7:30 p.m. in McMartin House, Gore Street. Contact Phil Warrington, 31 Decaria Blvd., Perth, ON K7H 3P8.

POLISH CANADIAN COIN & STAMP CLUB "TROYAK"
Chapter C-240 - meets at John Paul II Polish Cultural Centre, 4300 Cawthra Road (just south of Hwy. 403), Mississauga, ON, L4Z 1V8. Regular meetings are on the last Sunday of each month, except July, August & holidays, at 4:30 p.m. Visit www.troyakclub.com for current meeting information. Contacts: Tom Malicki at 905-281-0000 or Wieslaw Grzesicki at 416-258-1651. Email info@troyakclub.com. Visitors always welcome.

ST. JOHN'S PHILATELIC SOCIETY
Meets 2nd and 4th Wed., except July and Aug. at 8 p.m. at Marine Institute. Contact: Michael Deal, 107 Springdale St., St. John's, NL A1C 5B7. Tel: (709)754-2807. E-mail: mdeal@mun.ca

ST. THOMAS STAMP CLUB
Chapter 232 meets every second and fourth Thursday evening at the Community of Christ Church, 105 Fairview Avenue, St. Thomas, ON. For more information contact Rick Badgley at 519-637-8432.

SAUGEEN STAMP CLUB
Meets on the 1st Tuesday of every month at St. Matthews Lutheran Church, 356 – 9th Street, Hanover, Ontario. Contact Walt Berry, 670 Maple St., PO Box 348, Brussels, ON N0G 1H0. Phone: 519-887-6999/Cell: 519-492-0247, Email: wsberry@sympatico.ca.

SCARBOROUGH STAMP CLUB
Chapter 223 meets on the 3rd Tuesday of every month from Sept to June at 7 p.m. at Cedarbrook Community Centre. Contact Ron Dell-Agnese, 14 Overbank Crescent, Don Mills, ON M3A 1W2 at 416-447-5977 or e-mail rdellagnese@rogers.com.

SCOUTS ON STAMPS – MAPLE LEAF CHAPTER
Chapter C-242 - Meets on the 3rd Sunday of the month from Sept to May at 2:00 pm (coffee/cookies at 1:30 pm). Meetings are held in different locations within Toronto and southwestern Ontario. Interested in Boy Scout and/or Girl Guide philately? Contact: Tony Manson at 416-447-4281 or tony.manson@sympatico.ca.

TRENTON STAMP CLUB
Chapter #89 meets on the 1st and 3rd Wednesdays of each month From September through August at The Trenton Senior's Club 105 at the corner of Bay and Campbell Streets, starting at 6 p.m. and has wheelchair access. Contact: G.A. Barsi at (613) 394-2024, B. Mackenzie at (613) 475-2952 or P. Koenig at (905) 373-0806 for more information.

UKRAINIAN COLLECTIBLES SOCIETY (TORONTO)
Meets on the 1st Monday of the month, September through June, 7-9 p.m. at the Ukrainian Canadian Social Services, 2445 Bloor St W, Toronto, Ontario. Contact Jerry Kalyn: 416-251-6898 or e-mail ucst@upns.org.

WATERLOO REGION STAMP CLUB
Chapter 247 meets First Tuesday of the month, except July and August, at St. Andrews Presbyterian Church, 54 Queen St. N, Kitchener, ON from 6:30 until 8:30 pm. For more information contact Oscar at 519-742-5892 or e-mail stamps@bell.net.

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BARRIE DISTRICT STAMP CLUB
Chapter 73, meets the second Thursday of the month, except July and August, at St. Andrew's Presbyterian Church, Owen and Worsley Streets, Barrie, at 7:00 p.m. Contact John Rossiter, 14 Fawn Crescent, Barrie, ON L4N 7Z5. Telephone 705-726-1050, E-mail jrrossiter@bell.net. Website: www.barriedistrictstampclub.ca

BRANTFORD STAMP CLUB
RPSC Chapter 1 meets on the 1st and 3rd Tues. Sept. to May, and the 1st Tues. in June, at the Woodman Community Centre, 491 Grey St. ON at 7 p.m., short business meeting at 8 p.m., followed by a program. Circuit books, five dealers. Contact: Paul James, 64 Lorne Crescent, Brantford, ON N3T 4L7. Phone: (519) 751-3513, E-mail: pjames@execulink.com.

BRITISH COLUMBIA PHILATELIC SOCIETY
Chapter 31 meets on Wednesdays at 7:30 p.m. throughout the year except for some holidays or holiday periods, at West Burnaby United Church, 6050 Sussex Ave., Burnaby BC, near the Metrotown Skytrain station. See our website at www.bcphilatelic.org for details and contact information. Mailing address: 19569 Poplar Drive, Pitt Meadows, BC V3Y 1Z3.

CALGARY PHILATELIC SOCIETY
(Chapter 66) Regular meeting: 1st Wed. except July and Aug., 7 p.m. Auctions on 3rd Wed. of month except Dec., 7:30 p.m. Kerby Centre, 1133 7 Ave. SW. Contact: Calgary Philatelic Society, PO Box 1478, Station M, Calgary, AB T2P 2L6, or visit www.calgaryphilatelicsociety.com

CAMBRIDGE STAMP CLUB
Chapter 4 – Meets on the first and third Thursday of each month (September to June) in the Allan Reuter Centre, 507 King St, Cambridge. Visitors welcome. Information: R. J. Hunter, 98 Stewart Ave, Cambridge, ON N1R 2T9. Phone: 519-623-5021. Email contact – President Steve Klages: klagess@gmail.com.

CREDIT VALLEY PHILATELIC SOCIETY - MISSISSAUGA
Chapter 67 of The RPSC meets on the 1st and 3rd Wednesday of each month from September to April, 7 to 9 p.m. at Christ Church United, 1700 Mazo Crescent - one block east of Clarkson Rd. and one block south of Truscott. Contact Bob Laker (905) 608-9794.

EDMONTON STAMP CLUB
Edmonton's Chapter 6 meetings held every other Mon., Sept. to June at 7 p.m., at St. Joseph High School cafeteria (use north entrance), 10830-109 St. Contact: Box 399, Edmonton, AB, T5J 2J6. Keith Spencer (780) 437-1787 or e-mail ameech@telusplanet.net.

ESSEX COUNTY STAMP CLUB
Chapter 154 meets on the 1st and 3rd Wednesday of the month (except no second meeting in July, August and December), at 7:00 p.m. at 5050 Howard Ave, Windsor, ON. Contact: Brian Cutler, President 2370 Rankin Ave, Windsor, ON N9E 3X6. Tel: 519-966-2276 or e-mail cutler@mnsi.net, Website: www.essexcountystampclub.com.

FREDERICTON DISTRICT STAMP CLUB
Chapter 148 meets the 1st and 3rd Tues, Sept. to May at 7:30 p.m. at the Hugh John Fleming Forestry Centre, 1350 Regent St. Contact Ron Smith, 12 Chateau Dr., McLeod Hill, NB, E3A 5X2, (506) 453-1792, e-mail: rsmith0225@rogers.com

GREATER VICTORIA PHILATELIC SOCIETY
Chapter 32 meets on the 3rd Fri. at 7:30 p.m. at the Windsor Park Pavilion in Oak Bay. Circuit books, auction and special programs prevail. Contact Lee Dowsley, 1673 Longacre Drive, Victoria, BC V8N 2M9, email: gvps@vicstamps.com.

GUELPH STAMP CLUB
Chapter 233 meets on the 1st and 3rd Tuesday of every month from September to May, and the 3rd Tuesday of June, July and August. Meetings are held at The Optimist Club of Guelph Hall, 89 Beechwood Ave., Guelph, ON N1Z 5Z7. Meetings start at 6:30 pm. New members welcome. For more information contact Joe Servos, 4375 Watson Rd. S., Puslinch, ON N0B 2J0. Phone: 519-823-2578, E-mail: jservos@bserv.com.

HAMILTON STAMP CLUB
Chapter 51 meets at 6 p.m. on the 2nd, 4th and 5th Mon., Sept. to June, including holidays, and 2nd Mon. of July, at Bishop Ryan Secondary School, 1824 Rymal Rd. E, Hamilton, L0R 1P0 Contact: Clare Maitland, Secretary, 65 Glen Rd, Hamilton, ON L8S 3M6. Phone: 905-522-0354 or e-mail elsaclare@cogeco.ca. www.hamiltonstampclub.com.

KAMLOOPS STAMP CLUB
Chapter 48 meets at two o-clock on the second Tuesday of each month (except July) at Mt. Paul United Church, 140 Laburnum, North Kamloops. Contact Ingrid vanTamelen, 250-314-1021 or ingruss@telus.net.

KAWARTHA STAMP CLUB
Chapter 58 - The Kawartha Stamp Club meets 5:30 to 8:30 p.m. on the second and fourth Tuesday of each month (except December, July and August when it meets only on the second Tuesday) at the Knights of Columbus Hall, c/o St. Alphonsus Church, 1066 Western Ave., Peterborough, ON K9J 5W6. Contact Marie Olver at 705-745-4993 for more info.

KENT COUNTY STAMP CLUB
Chapter 7 meets 4th Wed. except July, Aug. and Dec. in the library of John McGregor Secondary School, 300 Cecile, Chatham, ON, at 7:30 p.m. Contact: Secretary, Bob Haines, PO Box 419, Ruthven, ON N0P 2G0.

KINGSTON STAMP CLUB
Meets 7-9 p.m. on the 2nd and 4th Mon. Sept. to May at the Ongwanada Resource Centre, 191 Portsmouth Ave. Free parking and wheelchair access. Consignment table, auctions, bourse, OXFAM, and trading. Contact Richard Weigand, 218 Richmond Street, RR#1, Bath, ON K0H 1G0, e-mail: rweigand@kos.net.

KITCHENER-WATERLOO PHILATELIC SOCIETY
Chapter 13 meets the 2nd Thurs. Sept. to June at Albert McCormick Arena, Parkside Dr., Waterloo. Contact: Craig Pinchen, PO Box 904, Station C, Kitchener, ON N2G 4C5. Phone: 519-893-4092. Email: oliverjim910@gmail.com. Website: www.kwstampclub.org.

LAKEHEAD STAMP CLUB
Chapter 33 meets the 2nd Wednesday and last Friday of each month, September to June at the Library of Hammarskjold High School, 80 Clarkson St. South, Thunder Bay ON. Meetings start at 7:15 p.m. Contact: Secretary D. Lein, 232 Dease St., Thunder Bay, ON P7C 2H8.

LAKESHORE STAMP CLUB – CLUB PHILATÉLIQUE DU LAKESHORE
Chapter 84 meets at St. John the Baptist Church, 233 Ste-Claire Street in Pointe-Claire, on the 2nd and 4th Thurs. Sept. to June at 7:30 p.m. Contact: Mario Chevrette, President, PO Box 1, Pointe Claire/Dorval, QC, H9R 4N5. / Le chapitre 84, se réunit les 2e et 4e jeudis de chaque mois du début septembre à fin juin, à 19h30. Les réunions ont lieu à l'Église St. John the Baptist, 233 rue Ste-Claire à Pointe-Claire. Information: Mario Chevrette, Président, Case Postale 1, Pointe Claire/Dorval, QC, H9R 4N5.

LETHBRIDGE PHILATELIC SOCIETY
Chapter 57, The Lethbridge Philatelic Society, meets on the second Thursday of the month (except July and August) at 7 p.m. in the community room of Save on Foods, 1112 2nd A Ave N, Lethbridge, AB. Contact Robert Budd at 403-381-8640, email rob.budd@telus.net.

LONDON PHILATELIC SOCIETY
Chapter 9 meets on the 2nd and 4th Tuesday of the month excluding July & August at the Dutch Canadian Club, which is located on the Northwest corner of Gore Road and Clarke Road. The doors open at 7:00pm and the meeting starts at 7:45pm. There is usually a presentation followed by an auction. New members and guests are always welcome. For more information check out our website at www.londonphilatelicsociety.com.

MEDICINE HAT COIN & STAMP CLUB
Chapter 146 meets 2nd and 4th Tuesday of each month at 7:30 p.m. at Victory Lutheran Church, side door facing parking lot, 2793 Southview Drive S.E. Medicine Hat. Contact Ron Schmidt, 324 - 2800 13th Ave. S.E., Medicine Hat, AB T1A 3P9. E-mail: medhatcsc@live.com.

MUSKOKA STAMP CLUB
Meets the first Wednesday of each month at Bracebridge Public School, 90 McMurray Street, Bracebridge, ON. (Location for July & August will vary). Contact Larry Matthews, Telephone 705-645-7527, E-mail muskokapost@gmail.com.

NORTH BAY & DISTRICT STAMP CLUB
The North Bay & District Stamp Club meets every second and fourth Wednesday of the month, September to May, at North Bay Public Library, 271 Worthington Street East, North Bay at 7:00 pm. Visitors are always welcome. Contact person: Ms. Terry Turner, tel. (705) 472-6918, e-mail: teron@fibreop.ca.

NORTH TORONTO STAMP CLUB
Chapter 5 meets on the 2nd and 4th Thursday of the month from January to June and from September to November. Meetings are held at Yorkminster Park Baptist Church, 1585 Yonge Street, one block north of St. Clair Avenue. Stamp sales circuit opens at 6:00 p.m. and meetings are from 7:30 p.m. to 9:30 p.m. Contact: NTSC. President@gmail.com. Website:www.NorthTorontoStampClub.tk. Facebook: http://www.facebook.com/groups/9803891585.

NORTH YORK PHILATELIC SOCIETY
Chapter 21 meets on the 1st and 3rd Wednesdays of each month from September to June, and on the 3rd Wednesday of July and August. Meetings are held from 6:00 p.m. to 9:00 p.m. in the Skaters' Lounge at the Carnegie Centennial Arena, 580 Finch Avenue West (1 1/2 blocks west of Bathurst), Toronto, Ontario. Meetings feature a convivial atmosphere, speakers, auctions, and a number of dealer members. Membership is only $5 per year. Ample parking is free. For more information contact Michael D'Amato, 18 Bunker Road, Thornhill, ON L4J 2N6. Tel: 905-856-8835 or check our website at: http://sites.google.com/site/northyorkphilatelicsociety.

NOVA SCOTIA STAMP CLUB
We invite you to join us at a monthly meeting on the second Tuesday of the month at 7:30 pm in the auditoriam - lower level (except July & August). Nova Scotia Museum of Natural History, 1747 Summer St., Halifax, NS B3H 3A6, www.nsstampclub.ca.

OAKVILLE STAMP CLUB
Chapter 135 meets the 4th Tuesday at 7 p.m. in the forum of St. James Catholic Elementary School at 255 Morden Road in Oakville. Contact Oakville Stamp Club, c/o Roy Honess, Phone: 905-822-8450 or e-mail: royhoness@hotmail.com.

THE OSHAWA/WHITBY/BROOKLIN STAMP GROUP
Chapter 230 meets 3 times weekly - Every Monday morning at Whitby Seniors Building 801 Brock Rd. Whitby 10 am to noon - Every Tuesday evening at Brooklin Library and Seniors Centre 8 Vipond Rd. Brooklin, Ont. 7.00 pm to 9.00 pm - Every Friday morning at Legends Community Centre 1661 Harmony Rd. North, Oshawa - 10.40 am to 12.30 pm. For more information please contact Larry Friend at 905-723-8798 or Jim Stevenson at 905-576-4449. E-mail: lfriend@sympatico.ca. Website: oshawawhitby-stamp-club.com.

OTTAWA PHILATELIC SOCIETY
Chapter 16 meets every Thursday at 6:30 pm, September through June, at the Hintonburg Community Centre, 1064 Wellington St., Ottawa, Ontario. Visitors are always welcome. Contact: Caroline Phillips at info@ottawaphilatelicsociety.org. Website: www.ottawaphilatelicsociety.org.

OXFORD PHILATELIC SOCIETY:
Chapter 65 meets on the 2nd and 4th Wednesday of the month, September to May, at South Gate Centre, 191 Old Wellington Street South, Woodstock, Ontario at 7:00 p.m. Trading at 7:30 p.m. Program with speakers, mini auctions, dealers, contest with prizes and draws for all ages. Contact: P.O. Box 20113, Woodstock, ON N4S 8X8.

R.A. STAMP CLUB – OTTAWA
Chapter 41 meets every Mon., except June to Aug. at 7:30 p.m. at the R.A. Centre, 2451 Riverside Dr., Ottawa, ON K1H 7X7. Contact: (613) 733-5100.

REGINA PHILATELIC CLUB
Chapter 10 meets the 1st and 3rd Wednesday from Sept. to May, 7 - 10 p.m. at Cochrane High School in the teachers' staff room. Contact: P.O. Box 1891, Regina, SK S4P 3E1.

SAINT JOHN STAMP CLUB
Chapter 156 meets at 7:00 pm on the 4th Wednesday of each month, except July, August and December, at Château, 369 Rockland Road, Saint John, NB. Visitors and new members welcome. Please call 506-849-2250 for more information.

ST. CATHARINES STAMP CLUB
Chapter 53 meets on the 1st and 3rd Tuesdays of each month (except for July and August) at the Grantham Lions Club, 732 Niagara Street, St. Catharines, Ontario. Contact: Stuart Keeley, President, 15 Baxter Cres., Thorold, ON L2V 4S1, or e-mail stuart.keeley@sympatico.ca or visit http://www.stcatharinesstamp.ca.

SARNIA STAMP CLUB
Chapter 45 meets on the 4th Sunday of the month, September through June, with the exception of December which is held on the 2nd. Sunday. Meetings are held at the Sarnia Collegiate Institute & Technical School (S.C.I.T.S.), 275 Wellington Street, Sarnia, ON., from 2:00 p.m. to 4:00 p.m. Activities include circuit books, silent auction, and dealers. Contact: Sean Keane at 541 Charlesworth Drive, Sarnia, ON N7V 2R5. Telephone 519-337-2454. Website: www.sarniastampclub.ca.

SASKATOON STAMP CLUB
Chapter 80 meets twice a month, September through June, and once a month during July and August at the St. John's Cathedral Hall, 816 Spadina Crescent East, Saskatoon. Doors open at 6 pm. Meeting dates and additional information are available on the club's website at http://www.saskatoonstampclub.ca The secretary may be contacted at douglasmichaelsmith@shaw.ca or (306) 249-3092.

LA SOCIÉTÉ PHILATÉLIQUE DE QUÉBEC
La S. P. Q. tient ses réunions régulières les premiers et troisièmes mercredis du mois au sous-sol de l'église St-Rodrigue, 4760 1ère Avenue, porte 10 à Québec. Les réunions ont lieu de 19 h à 22 h du troisième mercredi de septembre au premier mercredi de juin. Information: écrire a SPQ, CP 70076, succ Québec-Centre, Québec, Qc G2J 0A1. Courriel: jp.forest@videotron.ca, site Web: www.s-p-q.org.

LA SOCIÉTÉ PHILATÉLIQUE DE LA RIVE SUD
Société membre No. 19. Réunions régulières tenues les 2e et 4e lundis débutant en septembre pour se terminer le 2e lundi de juir. De 19h30 à 21h00. Centre culturel, 100 ouest, rue St-Laurent, Longueuil, QC. Contact Martin Filion 450-442-2953.

STRATFORD STAMP CLUB
Chapter 92 meets on the 4th Thursday of the month except July, August and December in the Kiwanis Community Centre, 111 Lakeside Dr., Stratford, ON. Doors open at 6:30 and meeting starts at 7:45. Sales Circuit, Dealers, Auctions, Regular Meeting Program. Contact Ron Holman, 519-273-1737; e-mail stampssc@gmail.com.

SUDBURY STAMP CLUB
Chapter 85 meets on the 2nd Tuesday of the month, September through June at 7:00 p.m. Meetings are held at the Delki Dozzi Playground Fieldhouse. Slides, presentations, auction. Contact: Wm "Biff" Pilon at 1779 Graywood Drive, Sudbury, ON P3A 5S5. E-mail: stampless1@hotmail.com.

TORONTO STAMP COLLECTORS' CLUB, FOUNDED 1892
Chapter 238 meets the 2nd Tuesday every month, except July and August, at Yorkminster Park Baptist Church, 1585 Yonge St., just north of St. Clair Ave. Members arrive at 6:30 pm and meetings start at 7:00 pm sharp. Every December we hold our Annual Dinner meeting with invited guests. Contact: Mike Graf, Tel. 416-534-6936 or E-mail graf20003@yahoo.ca. (Website T.B.A.)

L'UNION DES PHILATÉLISTES DE MONTRÉAL
Chapter 3 L'Union des philatélistes de Montréal tient toutes ses activités à la MAISON DU CITOYEN, 7501, rue François-Perreault, Montréal H2A 1M1. Réunions en soirée les 2e et 4e mardis de chaque mois, de 18 h 30 h à 21 h 30, de septembre à juin. Réunions en après-midi les 1er et 3e mardis de chaque mois, de 13 h 00 à 16 h 30, de septembre à mai. Visiteurs bienvenus.
Meets at 6:30 p.m. on the 2nd and 4th Tuesdays from September to June and at 13:00 p.m. on the 1st and 3rd Tuesdays from September to May at La MAISON DU CITOYEN, 7501, rue François-Perreault, Montréal H2A 1M1. Visitors always welcome. Courriel/Information: info@philatelie-upm.com, site Web: www.philatelie-upm.com.

VANCOUVER ISLAND PHILATELIC SOCIETY
Chapter 52, meets at 7:30 p.m. on the 4th Thurs. at St. Aidan's Church Hall, 3703 St. Aidan's St., Victoria, BC. Contact R. Clarke, Sec., Vancouver Island Philatelic Society, 205 - 651 Jolly Pl, Victoria, BC, V8Z 6R9.

WEST TORONTO STAMP CLUB
Chapter 14 meets on the 2nd and 4th Tuesdays (Regular Meetings) at 6:30 pm; and 3rd Tuesday (Discussion Group) at 7:30 pm in Fairfield Seniors' Centre, 80 Lothian Avenue, Etobicoke. Advice, Auctions, Dealers, Exhibits, Group Sessions, Speakers. Contact Frank Alusio (416-621-8232) or falusio@sympatico.ca

WINNIPEG PHILATELIC SOCIETY
Meets at 6:30 p.m. on the 1st and 3rd Thurs. except July and Aug. The Scandinavian Centre, 764 Erin Street, Winnipeg. Contact: Michael Zacharias, 808 Polson Ave, Winnipeg, MB R2X 1M5. E-mail: michaelpzacharias@shaw.ca.

To have your event listed in this section of The Canadian Philatelist, please send all details to The RPSC National Office, P.O. Box 69080, St. Clair Post Office, Toronto, ON M4T 3A1. Details may be faxed to 416-921-1282 or e-mail to info@rpsc.org. Information will not be accepted by telephone. Please ensure that details are submitted at least 12 weeks before the date of the Show. THIS IS A FREE SERVICE OF THE RPSC. Your Show can also be posted on our website by visiting https://www.rpsc.org/shows.php.

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. 69080, St. Clair Post Office, Toronto, ON M4T 3A1. Les détails peuvent être faxés au 416-921-1282 ou par poste-électronique à info@rpsc.org. Aucune information ne sera acceptée par téléphone. Veuillez transmettre vos renseignements au moins 12 semaines avant la date de l'exposition. CECI EST UN SERVICE GRATUIT DE LA SRPC. Vous pouvez aussi afficher votre exposition dans notre site Web en visitant le https://www.rpsc.org/shows.php

REGIONAL EVENTS / ÉVÉNEMENTS RÉGIONAUX

SEPTEMBER 17 SEPTEMBRE, 2016:
Cambridge Stamp Club Annual Show and Bourse, sponsored by the Cambridge Stamp Club, will be held from 9:30 am to 4:00 pm at the Newfoundland Club, 1500 Dunbar Road, Cambridge, ON. Free admission and parking. 10 dealers, club books and snack bar. Everyone welcome. For more information contact Godfrey Fearn at 519-623-4911.

SEPTEMBER 23 - 24 SEPTEMBRE, 2016:
VANPEX 2016, the annual exhibition and bourse sponsored by the B.C. Philatelic Society will be held from 10:00 am to 5:00 pm Saturday and 10:00 am to 4:00 pm Sunday in the Community Room of the West Burnaby United Church, 6050 Sussex Avenue, Burnaby, BC. Free admission and parking. For more info please contact Derren at verdraco@uniserve.com or visit www.bcphilatelic.org.

SEPTEMBER 24 SEPTEMBRE, 2016:
COPEX 2016, sponsored by the Coburg Stamp Club will be held from 9:00 am to 3:00 pm at the Salvation Army Citadel, 59 Ballantine St, Coburg, ON. Free admission and parking. 8 dealers, member displays, club consignment sales, food court and door prizes. For more info please contact Harold Houston (905) 885-0075, email hhouston@cogeco.ca

SEPTEMBER 24 SEPTEMBRE, 2016:
Penticton Stamp Show Bourse, sponsored by the Okanagan Mainline Philatelic Association, will be held on Saturday from 10:00 am to 2:00 pm at Penticton United Church, 696 Main Street, Penticton, BC. Free admission, philatelic displays, many stamp dealers, stamp auction and door prize. For more information contact Roy Heinrichs at 250-542-4127, e-mail rhein@telus.net or visit http://okanaganstampclubs.ca.

OCTOBER 1 OCTOBRE, 2016:
LAMPEX 2016 Stamp Show and Bourse, 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, displays. For more info please contact John Armstrong (519) 464-2688, email sarniastampclub@cogeco.ca or visit www.sarniastampclub.ca

OCTOBER 15 OCTOBRE, 2016:
55th Annual Barrie Stamp Exhibit and Bourse, sponsored by the Barrie District Stamp Club will be held from 10:00 am to 3:00 pm at the Army, Navy Air Force Club, 7 George Street, Barrie, ON . Free admission and parking. 15 dealers specializing in British North America, Postal History, Deltiology and Philatelic supplies. Club circuit binders and a children's table. Light refreshments are available. For more info please contact Bruce Walter, CD (705) 735-6009, email b.walter@rogers.com or visit http://www.barriedistrictstampclub.ca

OCTOBER 15 - 16 OCTOBRE, 2016:
Caltapex, sponsored by the Calgary Philatelic Society will be held at the Kerby Center, 1133-7th Ave SW, Calgary, AB. Dealer tables, auction, club tables, refreshments available. For more info please contact Erika Peter (403) 701-5261, or visit http://www.calgaryphilatelicsociety.com

OCTOBER 29 OCTOBRE, 2016:
GRVPA Club Fair, sponsored by the Grand River Valley Philatelic Association, will be held from 10:00 am to 4:30 pm, Saturday Oct 29 at the United Kingdom Hall, 35 International Village Drive, Cambridge, ON. Free admission and parking. 12 – 14 clubs are represented. 450 circuit books, 2 silent auctions (approx. 300 lots), and a snack bar. For more info please contact Stuart Keeley (905) 227-9251, stuart.keeley@sympatico.ca.

NOVEMBER 4-5 NOVEMBRE, 2016
Hamilton Fall Show, sponsored by the Hamilton Stamp Club, will be held from 5:00 pm to 10:00 pm on Friday and 10:00 am to 4:00 pm on Saturday at Bishop Ryan Secondary School, 1824 Rymal Road East, Hamilton, ON. Large silent and voice auctions Friday evening with viewing starting at 5 p.m. Saturday is a 20 dealer bourse with stamps, postal history, postcards, supplies, youth booth and silent auction from 10 am to 4 pm. GRVPA clubs circuit sales books Friday and Saturday. Light food and refreshments available with ample free parking. For more information contact Steve Forten (905) 807-1798, southont@cogeco.ca, or visit www.hamiltonstampclub.com.

NOVEMBER 5 NOVEMBRE, 2016
KENTPEX 2016, 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 Avenue, Chatham, ON. 10-12 dealers in attendance. For more information contact Abie Heersma at adheersma@sympatico.ca.

NOVEMBER 26 NOVEMBRE, 2016:
Waterloo Region Stamp Club Annual Show – Stampfun, sponsored by the Waterloo Region Stamp Club, will be held from 10:00 am to 4:00 pm at the Royal Canadian Legion, 316 Marsland Drive, Waterloo, ON. Free admission and parking. Visit our 10 dealers and silent auction. Door prizes. Coffee and donuts in the morning and the Legion operates a lunch counter. Everyone welcome. For more information contact Oscar Cormier at 519-742-5892 or visit http://waterlooregionstampclub.weebly.com.

JANUARY 1 JANVIER, 2017:
Brantford Stamp Club Annual Show Bourse, sponsored by the Brantford Stamp Club will be held from 9:30 am to 3:00 pm at the Woodman Community Centre, 491 Grey Street at James Avenue, Brantford, ON. Free admission and parking. Wheelchair accessible. 15+ dealers, silent auctions, club circuit books, door prizes, stamp exhibits (special categories for Junior and Novice exhibitors). Lunch counter with refreshments available. For more info please contact Paul James (519) 751-3513, pjames@execulink.com, or visit http://www.brantfordstamp.org

JANUARY 21 JANVIER, 2017:
68th Cathex, sponsored by the St. Catharines Stamp Club will be held from 10:00 am to 5:00 pm at the Grantham Lions Club, 732 Niagara St, St. Catharines, ON. Free admission and parking. Exhibits, 12 dealers, youth area and club circuit books. Wheelchair accessible. A lunch counter will be available. For more info please contact David Hillier (905) 641-2318, email: fancycancelhillier@gmail.com or visit http://stcatharinesstampclub.ca.

NATIONAL EXHIBITIONS / EXPOSITIONS NATIONALES

SEPTEMBER 16 – 18 SEPTEMBRE, 2016:
NOVAPEX 2016 National Stamp Exhibition and Bourse, sponsored by the Nova Scotia Stamp Club will be held from Friday 1:00 pm to 8:00 pm, Saturday 9:30 am to 5:00 pm, Sunday 9:30 am to 3:00 pm at the Dartmouth Sportsplex, 110 Wyse Road, Dartmouth, NS. Featuring over 150 frames of competitive National Exhibits, a Dealers Bourse, Youth Table, Door Prizes, Show Cancels, Cachets, Picture Postage and more. Free admission and free parking. Dealer and exhibitor set-up Friday 11:00 am. Entry forms and prospectus available on our website in March: http://www.nsstampclub.ca. For more information contact show chairperson Guy Jeffery: guyjeffery5@gmail.com.

SEPTEMBER/SEPTEMBRE 30 – OCTOBER/OCTOBRE 2, 2016:
BNAPEX 2016, sponsored by the Fredericton District Stamp Club will be held from Friday 10:00 am to 6:00 pm, Saturday 10:00 am to 5:00 pm, Sunday 10:00 am to 3:00 pm at the Fredericton Inn, 1315 Regent St, Fredericton, NB. Bourse, seminars, social program, competitive exhibits and many dealers. Come and enjoy the splendid fall colours. Free admission and parking. For more information please visit www.bnaps.org or contact Ron Smith (506) 453-1792, email rsmith0225@rogers.com.

OCTOBER 15 - 16 OCTOBRE, 2016:
CANPEX 2016, sponsored by the Middlesex 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 Hellenic Community Centre, 133 Southdale Rd West, London, ON. Free parking. 30 dealers, 150 frames of exhibits. A lunch counter will be available. For more info please contact John Sheffield (519) 681-3420, email info@canpex.ca, or visit www.canpex.ca

INTERNATIONAL EXHIBITIONS / EXPOSITIONS INTERNATIONALES

OCTOBER 21-16, 2016
PHILA-TAIPEI 2016— CHINESE TAIPEI (TAIWAN) - FIP EXHIBITION - World Championship of Philately. 74th FIP Congress. World Trade Centre Taipei, Chinese Taipei. All FIP Classes. Webpage: http://taipei2016.post.gov.tw/post/taipei2016/en/index.jsp. Canadian Commissioner: George Constantourakis, 2115 Girouard, Montreal QC, H4A 3C4. E-mail: geo.constant@sympatico.ca. Phone: (514) 482-2764 (evenings & weekends). **Deadline for entries has passed.**

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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Walsh British North America Specialized Stamp eCatalogue 10th edition, 2016 Colour ; 624 pages. www.nfldstamps.com *v67n06*

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MAXIMUM CARDS for France, Great Britain, Guernsey, Jersey, Man, Liechtenstein, and Vatican. Free price list. Alfred Lemay, Box 325, St-Liboire, QC J0H 1R0. *v67n03*

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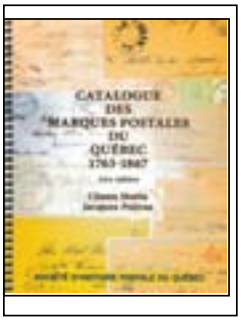
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CATALOGUE DES MARQUES POSTALES DU QUÉBEC 1763-1867 – CATALOGUE OF POSTMARKS OF QUEBEC

par Cimon Morin and Jacques Poitras, 1st edition, Société d'histoire postale du Québec, 2016, 157 pp., 18x22 cm, ISBN 978-92067-50-3. Price: $10 (by mail: $16 Canada, $22 USA, $27 elsewhere).

This *Catalogue des Marques Postales du Québec* is a compilation of the postmarks used by Quebec post offices from the beginning of their usage until Confederation.

The authors have identified more than 1,200 postmarks for this period. Manuscript markings are not included. The postmarks are grouped into 14 types. The main types are: linear markings, small broken circle with serif, double circle, double broken circle with serif, American circle, double broken circle sans serif, simple broken circle, etc. The listing ends with Railway cancellations and Duplex postmarks.

The postmarks within each type are listed in the alphabetical order of the post office name.

Each entry includes the post office name, an illustration of the postmark, its period of use, size, ink color and type. There is also a "seen by the authors" indication.

To produce this comprehensive listing, the authors consulted archival documents and thus discovered new items. They also had access to the collections of many postal history philatelists, auction catalogues as well as published lists of dealers in postal history. Altogether over 13,000 items from Lower Canada and Canada East were examined.

The last 20 pages of the catalog constitute an index of all the post offices and the type(s) of postmarks(s) in usage before July 1st 1867.

This listing is a must for all postal historians or collectors interested in the postmarks used in Quebec. Hopefully collectors will report new discoveries, in some cases better illustrations and newer periods of usage.

It is of interest to mention that, incorporated in the catalog, are contributions by Ferdinand Bélanger (Répertoire des cachets postaux à cercle interrompu du Québec), Stéphane Cloutier (Catalogue of Canadian Duplex Cancellations) and Ross Gray (Catalogue of Canadian Railway Cancellations and Related Railway Postmarks including Selected Waterway Postmarks). This is what makes the catalog the most comprehensive reference.

François Brisse, FRPSC



THE W.E. HEBB PICTURE POSTCARD HANDBOOK 1904-1914: GEMS FROM HALIFAX'S OUTSTANDING CITIZEN

By Dr. Alan R. Hebb, 2016. Laminated soft cover, 120 pages, 6.75 x 9 inches, spiral bound. ISBN 978-0-9949604-2-9 (colour). Retail price: C$39.95; postpaid to a Canadian address C$44.95; postpaid to a U.S.A. address: US$44.95. Discounts available to booksellers and those making bulk purchases. Available from Alan Hebb at 905-632-3443, or alanrhebb@gmail.com

Willis Ephraim Hebb, 1862-1926, the author's grandfather, was a leading citizen of Halifax and this book pays tribute to his many accomplishments. In addition to being a professional printer, a commercial traveller, successful businessman and insurance broker for the Mutual Life of New York, he was, of course, a publisher of postcards. His cards were printed in Canada as well as overseas.

Nearly all deltiologists at some point in their collecting careers are attracted to picture postcards dating from their Golden Age, circa 1900 – 1914, and The W.E. Hebb Picture Postcard Handbook 1904-1914 illustrates some of these. The publication is essentially an all-colour work devoted to the 17 different series of Hebb postcards. A significant part of the handbook is devoted to providing details of the Hebb family, its roots in nearby Lunenburg and the life of W.E. Hebb, which besides his business interests, included stints as a local politician, chorister and service club volunteer.

The book is divided into four main sections: Reflections on the Life of W.E. Hebb; W. E. Hebb Postcards; The Postcard Series; and Appendixes 1 through 5, plus endnotes and an index.

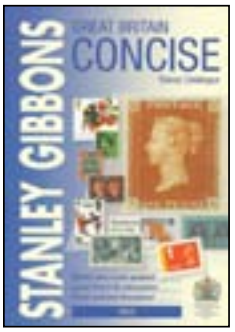
About half of the handbook comprising the postcard listings is subdivided into 17 subsections picturing and describing each series. Series 1, for example, consists of unnumbered, black-and-white private post cards with divided backs. Series 2 includes the numbered-on-front, b/w "Canada Post Card" on divided backs. Similarly, the remaining 15 series of cards describe numbered and unnumbered, coloured and black-and-white cards, divided

and undivided backs, and private and souvenir mail cards. As one would expect, most of the cards picture Halifax, Lunenburg, and area scenes.

One of the book's highlights, from an historical perspective, is undoubtedly an image of Canada's very first picture postcard. Alexander Scott of Barrie, Ontario, published the private postcard in June 1895. It pictures several views of Barrie and is franked with a 1-cent Small Queen stamp, postmarked July 26, 1895.

For any deltiologist with a particular interest in Canadian postcards from the Golden Age, this all-colour publication is one not to be overlooked. It will make a great addition to any postcard library.

Tony Shaman, FRPSC



GREAT BRITAIN CONCISE STAMP CATALOGUE

Published by Stanley Gibbons Ltd. 31st edition, 2016. ISBN-10: 0-85259-972-2; ISBN-13: 978-0-85259-972-3; Laminated soft cover. Retail price 34.95 British pounds. (Unit 7 Parkside, Christchurch Road, Ringwood, Hampshire, Great Britain, BH24 3SH). 512 pages, 240 x 170 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

There is much that is new in the 2016 edition of this latest catalogue reprint. The current edition, the 31st, includes new listings to March 2016. This publication is a favourite with collectors and has been reissued annually since 1986. Although not as comprehensive as the Great Britain Specialized Catalogue, it fully meets the needs of all but the most advanced and highly specialized collectors.

Included in this latest release are introductory notes to help users. List prices were updated, where deemed necessary, to reflect current market conditions. In addition to prices for mint and used definitive and commemorative single stamps, prices for postage dues, departmental officials, postal fiscals, errors, first day covers, booklets, specimens and post office sheets (Smilers") are also given. Price increases are evident in all periods, from the line engraved issues to the more recent definitive stamps.

The Machin definitives are again fully updated and assembled in a separate, easy-to-find, section. Machin enthusiasts will be pleased that these highly collectible source and date codes continue to be priced individually. A useful table of on the "U" series Machins provides a quick reference guide for collectors.

Listed and updated are the popular Post & Go stamps, including notations describing the stamps from the different machines and the Type IIIA stamps from the Royal Mail Series II machines. All are fully priced.

The catalogue's listings include watermark, perforation, shade and phosphor varieties. Inverted watermarks are listed to 1952. Also listed are prices for gutter pairs, as are listed prices for "Traffic light" gutter pairs in mint sets, first day covers for the Special Issues from 1924 and for King Edward VIII, King George VI and Queen Elizabeth definitive stamps.

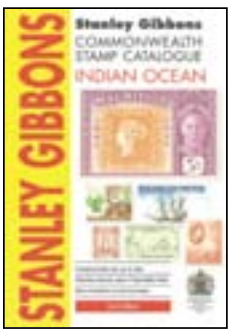
Readers should note that the altered England "Emblem" head types of 2006 are included among the newly listed stamps in this latest catalogue edition.

Each different stamp design is pictured in the catalogue in full colour. Listed also are the visible plate numbers for Victorian stamps. All British Post Office special First Day of Issue postmarks on covers are illustrated and priced.

Collectors will appreciate the comprehensive indices of Machins and the commemorative Design Index. Also fully priced and listed are the inverted, reversed and sideways watermarks.

With all the new information included in this latest edition of the Great Britain Concise Stamp Catalogue, it is a publication that all serious collectors of the stamps of Great Britain will want to include in their philatelic reference collection.

Tony Shaman, FRPSC



COMMONWEALTH STAMP CATALOGUE INDIAN OCEAN

Published by Stanley Gibbons Ltd. 2016. ISBN-10: 0-85259-968-4; ISBN-13: 978-0-85259-968-6; (7 Parkside, Christchurch Road, Ringwood, Hampshire, Great Britain, BH24 3SH)(SPACE). Laminated soft cover, 190 pages, 240 x 168 mm. Retail price 19.95 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 Stanley Gibbons Commonwealth Stamp Catalogue Indian Ocean is the first reprint since 2012.

Listed in this updated publication are the stamps of the British Indian Ocean Territory to June 2014; Maldive Islands to July 2015; Mauritius to November 2015; and Seychelles to October 2014. Included also are issues

from postal administrations not currently issuing, as follows: British Indian Ocean Territory Parcel Post Stamp; Madagascar: British Consular Mail; Madagascar: British Inland Mail; Mauritius Express Delivery, Postage Dues and Fiscals Stamps used for postage; and Zil Elwannyen Sesel.

Collectors of recent Maldive Islands miniature sheets should note that these mini-sheets are listed, although un-priced, in an appendix rather than in the regular catalogue listings as their need for the prepayment of postage is in doubt.

Newly listed varieties include the "Damaged S" issue on the 1938 Mauritius 4-cent denomination and the new inverted watermarks of Mauritius and the Maldive Islands.

In addition to the mint and used stamp listings, all fully priced, this updated catalogue also lists stamp booklets, shades, plate flaws, watermark varieties, major errors and perforation changes. Fully priced also are the listings of stamps used in Seychelles before they issued their own stamps in 1890. And for cover collectors, the guide to stamps on cover to 1945 for the Maldive Islands, Mauritius and Seychelles will be most helpful.

A four-page International Philatelic Glossary provides commonly used philatelic terms in five languages: English, French, German, Spanish and Italian and will obviously appeal to collectors in non-English speaking regions.

A 16-page technical section included in this all-colour catalogue covers philatelic topics such as the definition of condition of stamps determined by factors such a margins, centering and cancellations. It also delves into technical aspects of adhesive stamps including printing, paper types, perforating, rouletting, gum, watermarks, luminescence, coils and similar other topics. About 1,000 colour images are shown.

Stamp listings up to the year 1970 were taken from the Commonwealth and British Empire Stamps 1840-1970 catalogue released in 2016; subsequent issues were revised and updated specifically for this new volume.

This review would not be complete without mentioning that the iconic pair of Mauritius 'Post Office' 1d orange-red and 2d deep blue stamps saw another steep increase in list price.

The Commonwealth Stamp Catalogue Indian Ocean is a reasonably priced publication that fully meets the needs of collectors specializing in India Ocean area stamps. It is a catalogue that offers excellent value for the money.

Tony Shaman, FRPSC

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Summer in Canada

I hope you are enjoying the weather we call summer in Canada! There are many interesting places to go and see, as we have incredible geographical diversity in this country. From the northern boreal forest, to the coasts, to badlands, grasslands and parklands, and fragile alpine areas.
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