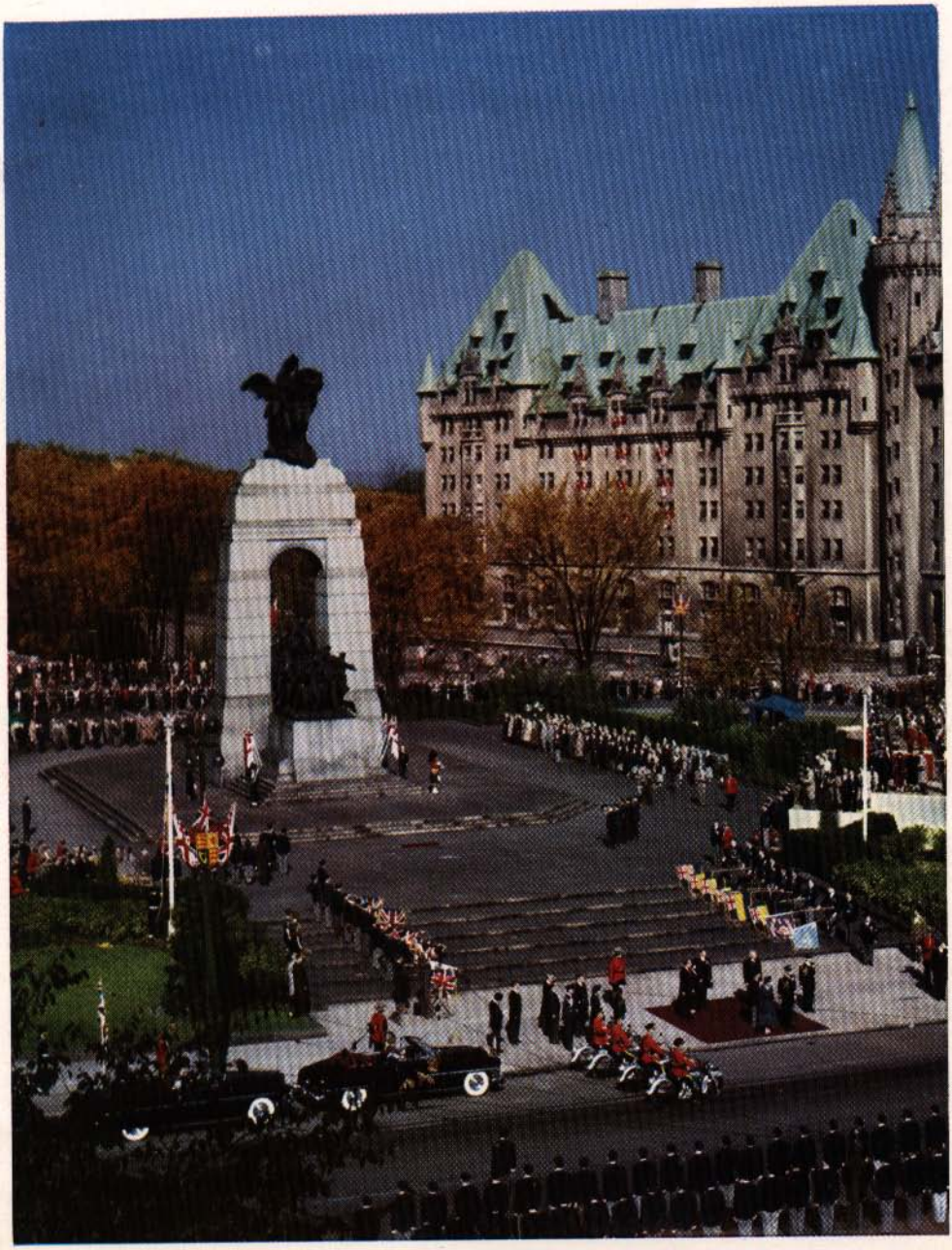
VOLUME XI • NUMBER VI
NOVEMBER - DECEMBER, 1960

The Canadian Philatelist



"LEST WE FORGET"

California Buying Trip

November 1st, 1960.

DEAR FRIENDS:

Perhaps you would be interested in hearing a little bit about my buying trip in California. On September 30th, I flew to Los Angeles, stopping off in Chicago just long enough to sell $525.00 in gold coins. The four-hour jet flight from Chicago to Los Angeles was most enjoyable, cruising at 33,000 feet and flying at a speed of 600 miles per hour on a bright, clear day.

My plans were to inspect, value and to buy two different lots of stamps. These turned out to be duds—some people can make a good job of misrepresenting material well enough to still fool me.

As I disappointingly walked along a downtown street, luck was with me as I saw a tiny stamp store and stopped in to see if they had anything for me or could give me any leads. The clerk said that he had nothing but he telephoned upstairs to the main office and I was invited up to see the owner. There was nothing in the office but he suggested that if I had time that we could go to the bank and look at his safety deposit room.

In a large downtown bank, which was quite close by we signed ourselves in and believe it or not he had a room in the bank vault about 12 × 15 feet and it was filled with stamps—mainly good material. After about two hours I was loaded down with more stamps than I could carry and was forced to leave with the problem as to how to get the stamps back to Toronto. I stopped in a local store, purchased a large trunk to pack the albums in, called a taxi and drove to the American Express office and shipped the trunk to Toronto.

This is an interesting and fantastic lot of collections and is worth a considerable sum of money. I am invited to go back in a month at which time I hope to be able to purchase still further collections.

Another day, I walked into a wholesale dealer who I had known for many years just to pay my compliments and he kept me there for the rest of the day and wound up selling me a small dealer's stock of stamps that he was acting as executor for. This lot was particularly good being strong in early stamps of Poland and other European countries.

Some of the stamp dealers are open on Sundays there and I understand that they do a land office business.

The best deal that I made was while visiting a dealer in Los Angeles where I had just dropped in to say "hello" and after talking to him for four hours the subject of stamps came up and he suggested that he might be willing to sell a big part of his reserve stock. After working about 24 hours around the clock we managed to come to an agreement and I am glad to announce the purchase of the finest mint set stocks that I have seen. Included are a grand lot of Israel, Vatican, United Nations, Boy Scouts, etc. This lot includes the good sets in substantial quantities. The total is over $90,000.00

Dr. Geldert has just phoned me long distance from Ottawa asking me to be sure to get this letter in on time so I had better sign off now and I will report further purchases in the next issue.

If you have any stamps for sale be sure to get in touch with me.

Philatelically yours,



HARRY B. MARTIN, Jr.

EMPIRE STAMP CORPORATION LIMITED

1150 YONGE ST. • TORONTO, ONTARIO

VOLUME XI • NUMBER VI
NOVEMBER - DECEMBER, 1960

The Canadian Philatelist

PUBLISHED IN OTTAWA SIX TIMES A YEAR
BY THE
ROYAL PHILATELIC SOCIETY OF CANADA

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THE EDITOR SPEAKS OUT . . .

Our readers may be interested to hear that our permanent editor seems to be having a very pleasant time on his trip to Europe. At the moment when this is written he is in London and will be leaving for Canada on the Empress of Britain on October 14.

He has had a wonderful summer in England, France, Luxemburg and Belgium but we are concerned about the state of his health upon his return since our two postcards from him refer to the fact that "France is still a land of good living".

We note with some apprehension that he is visiting Monte Carlo and trust that his experiences there were not too costly.

As most of his many friends know, Louis specializes in the Sower issues of France; we note with further apprehension that a variety of these stamps are again in use in France. It is hoped that Louis will not be so busy collecting that it will interfere with his pen, scissors and paste activities on his return.

☆

At the 1960 Convention in Kitchener, a new class of exhibit was introduced, covering Canadian cancellations in use in the previous twelve months. On that occasion however, there were few entries, perhaps because many collectors did not recognize the possibilities of such a collection and the pleasure to be derived from its formation.

It is understood that several members of the Kitchener-Waterloo Society have since developed collections of contemporary cancellations in use in their district. This is to be encouraged as it is a facet of collecting which can be enjoyed by every collector at little or no financial outlay. Furthermore, the Duplex or Broken Circle or any other contemporary cancellation is equally important philatelically as the much sought after Squared Circle cancellation.

We would be pleased to hear from the Kitchener group on their success in forming their collections to date, and on the variety of cancellations they have found in current use.

Lest We Forget . . .

Lest we forget—how great the sacrifice and in life and human suffering. Lest we forget—how much the cost of peace and freedom. Lest we forget—that 15 years ago the world laid down its arms and turned with hope to a newly formed organization—The United Nations.

It is with these thoughts that CP humbly dedicates the cover of this issue to Remembrance—symbolized in stone, by our National War Memorial, Ottawa.

Philatelically Speaking . . .

Our photograph shows the Memorial on the occasion of a Royal Visit by Her Majesty Queen Elizabeth and Prince Phillip. It recalls also another visit—by her father, the late George VI, who as the first reigning British Monarch to visit Canada, unveiled this Memorial on May 21st, 1939. At that time, the Post Office Department, commemorating the visit, issued a set of three stamps, 1c, 2c, and 3c denominations, of which the 2c value, portrayed the Memorial.

These stamps were the first bi-coloured Canadian stamps to be printed entirely from engraved plates. The duty plates printed the coloured portion of the stamp and the head plates the black portion. Each printing was made from a numbered plate—and the combinations from these plates gave a surprisingly large number of possible positions of plate blocks. As a result, interest in plate block collecting received a great impetus and even today, among the block enthusiasts, this issue continues to present a formidable challenge for completion. Indeed many positions are exceedingly rare—some even catalogued as 'probably non-existant'—and that is really collecting the hard way.

ST. LAWRENCE SEAWAY

BOTH the CANADIAN and UNITED STATES SEAWAY STAMPS tied on cover with First Day of Issue cancellation at Massena, N.Y., on June 26th, 1959 ..... 50c

FDC Canadian Seaway stamp cancelled at Cornwall 20c

FDC American Seaway stamp cancelled at Massena 20c

ALL THREE IN SET 80c

Covers have our Club cachet honoring this International event.

St. Lawrence International Stamp Club

GORDON JARRETT, Secretary.

P.O. BOX 395 CORNWALL, ONTARIO

Canadian Forces' Mail From The Congo Republic

Lt.-Col. R. H. Webb (RPSC 7119)

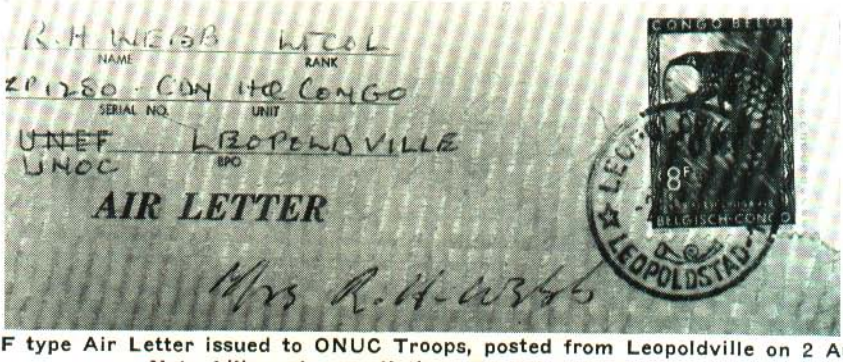
EDITORS NOTE: Lt.-Col. R. H. Webb was the senior administrative officer for the reconnaissance party sent by Army Headquarters, preliminary to the Canadian Contingent joining the United Nations Forces in the Belgian Congo.

THE PRIME MINISTER announced in the House of Commons on 30 July, 1960, that Canada would send a contingent to participate in the United Nations' operation in the Congo Republic, the former Belgian colony in the heart of Africa. A few hours later a small Army reconnaissance party departed for Leopoldville, where it arrived on 1 August. The members of this party, however, were not the first Canadian troops to reach this strife-torn country; two weeks earlier several Army offices employed with the United Nations' Truce Supervisory Organization in Palestine had flown direct from Jerusalem to form a nucleus for the headquarters of ONUC (Organization des Nations Unies Au Congo). They were followed several days later by a detachment of 426 Squadron RCAF to service the aircraft which Canada had agreed to provide temporarily for the air-lifting of emergency food supplies and the evacuation of refugees.

One of the tasks of the reconnaissance party was to initiate negotiations with ONUC and Congo postal officials for the establishment of normal military postal services. It was learned that ONUC had already obtained verbal concurrence of the Congo Government for the same postal facilities as provided the UNEF in Egypt, i.e. a UN Base Post Office and free mailing privileges for official mail and airletters. On the basis of this concurrence, ONUC had requested UN in New York to obtain agreements from the participating nations for the acceptance of ONUC franked mail. Pending receipt of these agreements, all Forces mail had to bear Congo postage and be posted through civilian P.O.s.

The sudden departure of the Belgian supervisory and technical staffs in the early part of July had severely disrupted the civil postal administration and up to 31 July, ONUC mail was despatched via UN pouch to New York for onward transmission. Therefore, letters from the first Canadians in the Congo, if they wrote any, are likely to bear only UN postage or meter stamps. From 1 Aug., normal letter service was possible but registration, parcel post and money order services were suspended indefinitely. By this time, the Congo Republic had applied for membership in the UPU but as the same name had also been adopted by the former French colony across the Congo River, some delay in acceptance seemed probable.

Special air letter forms for use by members of ONUC had been ordered in sufficient quantity to provide five per person per week, but pending their receipt, UNEF and various national forms were available to the troops. These air letters, of course, had to bear Congo postage.



UNEF type Air Letter issued to ONUC Troops, posted from Leopoldville on 2 August. Note bilingual cancellation, French and Flemish.



Canadian Forces Air Letter posted on 3 August with improper use of Canadian postage.

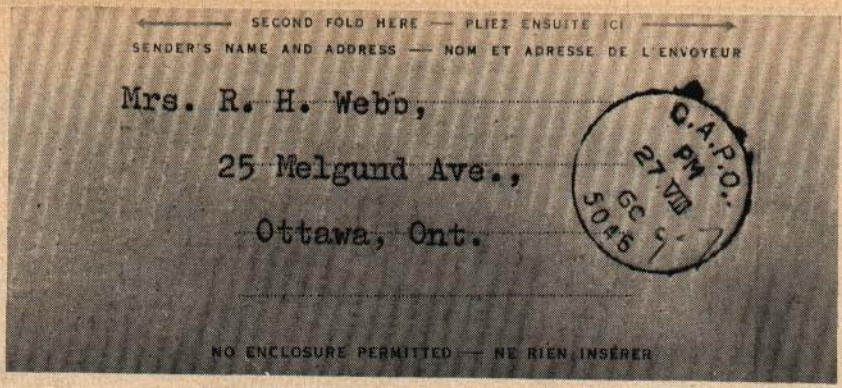
The Canadian Postal Corps planned to provide our Contingent with the normal military postal services as allowed under the UPU, i.e., the use of Canadian postage, registration, parcel post and money order facilities. For this purpose, Capt. L. W. Mank of the CPC arrived in Leopoldville on 16 Aug. to complete arrangements with the Congo Post Office for the opening of CAPO 5046 and CFPO 25.

On 17 Aug., the Congo rescinded the verbal agreement for a free mail privilege and informed Capt. Mank that the military postal services Canada wanted would not be permitted. This abrupt change of attitude coincided with the declaration of martial law by the Prime Minister of the Congo and the arrival of a large quantity of letters from the Irish Contingent for franking by ONUC, their Government having aleady agreed to the free mail privilege. It is possible that some of those letters may be found bearing the ONUC frank, with or without Congo postage; in either case, they should be rare items.

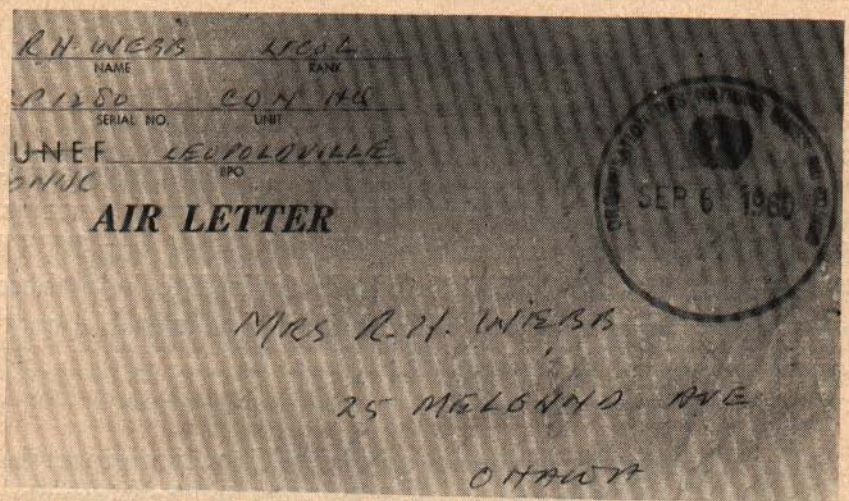
All efforts during the next few weeks by the UN and Capt. Mank to move the Congo postal officials from this impassé met with failure. Consequently ,the only services the CPC staff could render to our contingent were the collection and distribution of mail, sale of Congo postage stamps and re-addressing of mail for personnel who had left the Congo. The first appearance of the CAPO 5046 postmark occurred on 25 Aug. when letters sent to members of the reconnaissance party who had returned to Canada, were backstamped prior to re-forwarding.



Returned letter showing first use of CAPU 5046 backstamp.



Returned letter showing first use of CAPU 5046 cds.



UNEF type Air Letter with first use of ONUC frank during the period Airfields were closed to civilian traffic.

Canada notified the UN on 2 Sept. its agreement to accept free mail but the franking of letters under this scheme could not be implemented, of course, until the Congo Post Office Department revised its ruling of 17 Aug. However, the political situation in the Congo was boiling over and on 5 Sept. ONUC closed all the air fields to civilian traffic. This restriction prevented the normal despatch of all mail from the civil post office, therefore, ONUC postal authorities decided to frank letters from the Forces and place them in the UN courier pouch for routing via helicopter to Brazzaville across the River, thence by civil air lines to UN headquarters in New York for onward movement to the addresses. UN postage was added at New York to letters not entitled to the free mail privilege but air letters bearing the ONUC frank were sent on without stamps.

LT. COL. R. H. WEBB HONOURED

Col. Webb, whose article on the Canadian Forces Mail from the Congo appears above. was recently awarded the "Aitkin Trophy" by the Canadian Philatelic Society of Great Britain for his series of articles on Forces Markings. The "Aitkin Trophy", is awarded annually for the best article in "Maple Leaves", the official Journal of the CPS of G. B., our Sister Society.

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Dear Readers:

CANADIAN STAMPS and COVERS are always available for sale in our London and Bournemouth auction rooms, The specialist is invited to send for details of our BUSY BUYER'S SERVICE which has been devised to help those who do not have time to wade through innumerable catalogues in search of their requirements.

At present there are not any large Canadian properties "on the horizon" but there are a few lots in the November 30th British Empire sale in London as well as a sprinkling in the General Sale to be held at Bournemouth on December 2nd and 3rd. The illustrated catalogues are $1 each including second class airmail postage.

If you would like full details of our international organization please send for our current Review.

P.S.—Our agent in North America is R. W. Lyman, 31 Front Street, Marblehead, Mass. *When replying to this advertisement please mention that you saw it in "The Canadian Philatelist".*



OFFICIAL COVER SHOWNG: (a) CAPO 5046 postmark 7th September;; (b) Leopoldville 8 Sept.; (c) ONUC frank under hand obliteration, 8th Sept.; (d) UN postage and United Nations, N.Y., 12 Sept.

These postmarks indicate that the cover was delivered to the civilian post office in Leopoldville and later retrieved for dispatch by courier bag. The ONUC frank was added but obviously scratched out since cover was not entitled to free mailing and therefore UN postage was affixed at New York.

The air fields were again opened to civilian traffic on 12 Sept. but as further interruptions to normal mail service appeared possible, Capt. Mank was authorized to open CAPO 5046 and CFPO 25 for normal service and to use the RCAF for the transportation to Canada of all but prepaid airmail. Accordingly, these two POs commenced full operations on 16 Sept., 1960. At this point, it is of interest to note that CFPO 25 operated formerly in Korea from 1951 to 1953.



Canadian Forces Air letters showing first day of use of CAPO 5046 and CFPO 25 cds. on Canadian postage from the Congo.

FREE SAMPLES:

CANVASBACKS, SHOVELLERS, HONKERS, OLDSQUAWS, REDHEADS, BALDPATES,

. . . and several other types.

¶ In the stamp world one thing leads to another. An attractive collection of bird stamps arouses interest. One starts to watch for the real article. They in turn watch you. More information is sought and before you know it there is contact with one of the foremost artists of bird life on this continent

¶ Net result—24 quite delightful and spirited original drawings of 24 different Waterbirds, all the way from the swift, efficiently equipped Shoveller (proof that beauty has many forms) to the stately Canada Goose. These have been reproduced with faultless precision in the brilliant colors of the originals in two sizes:

7" x 9" plates for wall display.
5" x 6½" Christmas and New Year greeting cards.

● They are indeed something to behold! A SAMPLE OF BOTH SIZES FREE ON REQUEST. Or you may order the sets of 24, either size, for only $3.00 each set and it's money back promptly if you are not as delighted as we are with them here in Winnipeg.

THE "SEAWAY" STAMP PACKETS.

● At $1.00 each these are a pleasant surprise as to value and contents. We just don't want to waste your time sending out something standardized. If you prefer to try out larger groups, there are assortments at $5.00, $10.00, $30.00, $100.00 and $1,000.00, and it's money back on any if they fail to please.

THE CANADA PLATE BLOCK CATALOGUE.

● The next edition (5th) will not be out for another year. In the meanwhile suggestions re valuations, also any additions, changes and corrections most welcome from both collectors and dealers. Would particularly like to hear from collectors who have Newfoundland plate blocks so as to establish values for the first time for this section of the plate catalogue.

● The 5th edition will show striking advances for nearly all plate positions. Right now it would pay to start in on this most popular Canadian field; an excellent beginning can be made by purchasing all of the commemorative plate positions of 1958 to 1960 from the British Columbia Centennial to the Dollard des Ormeaux stamps, 15 complete sets, a total of 60 blocks for $32.00. The valuable St. Lawrence Seaway set is included. It alone is well worth $10.00.

● 4th Edition plate block Catalogue: $2.00

LIBERIA:

Would like to hear from dealers who may have stocks to sell of the following numbers:

1. #341 to 346 IMPERFORATE only.
2. #230 to 308 mint plus airmails, etc., belonging to this group.
3. All earlier mint and in particular #1 to 32 mint and used.

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BOOK REVIEWS

Books for review are accepted with the understading that they will be deposited in the library of the Royal Philatelic Society of Canada. Books should be sent to the Editor. No publicity review releases will be published.

Philatelic Handbook of Jamaica, Second Edition, By E. F. Aquilar, 139 pages. Price $3.00 (paper cover), $4.28 (cloth cover), or $6.50 (leather cover, autographed). Available from Mr. Aquilar, P.O. Box 406, Harbour St., Kingston, Jamaica, B.W.I.

A basic work for collectors of Jamaica. Consists of three sections: — Section 1: Lists all Jamaica stamps, changes, errors, etc., with market prices for mint, used and on cover. Prices are Jamaican and by comparison with prices in U.K. catalogues, readers will notice many items are apparently more readily obtainable in England than in the West Indies. Section 2: Consists of a comprehensive list of known Obliterator Numbers, compiled by R. A. Gibson of U.S.A., who states that letters, D, E and F are still unknown and that letter C was discovered only last year. Section 3: Lists of all Post Offices and Postal Agencies for each parish, also temporary rubber date stamps since 1880 with market prices.

● ☆ ●

As previously mentioned in this column Scott's catalogue publication dates were advanced this year. Volumes I and II are now out. The combined and U.S. specialized are due shortly.

Volume I, covering the U.S. United Nations, British Commonwealth, and Republics of South and Central America reflects the upward price trend, especially noticeable in 19th century U.S., early Canada, and the rarities of British Colonies and Latin America. Some 16,738 price changes (1,362 for the U.S. and 537 for Canada) are included.

A year's accumulation of new stamp issues—900—has been added to Vol. I. This, plus the 1,739 new stamp issues of Vol. II (issued in September, and covering Europe, Asia and Africa) gives us a total of 2,639 new stamps making their appearance in the past twelve months.

● ☆ ●

According to the pamphlet "Canada's Postage Stamps—Their Design and Manufacture", recently published by authority of the Honorable William Hamilton, Postmaster General, Canadian commemorative stamps will not be issued for the same subject at intervals of less than 25 years. Anniversaries to be commemorated postally should be the 50th or 100th year or multiples of these periods. Exceptions may be made for international co-operative organizations at government level, of which Canada is a member; when a 10th anniversary may be commemorated. When the subject selected is not a portrait, one or more designers are asked to present sketches representing the subject. When a sketch has been chosen, the designer is asked to provide a finished working drawing which is passed to the stamp manufacturer. Commemoratives are ordered only once in a specific quantity. When this quantity has been distributed and sold, no further supplies are ordered.

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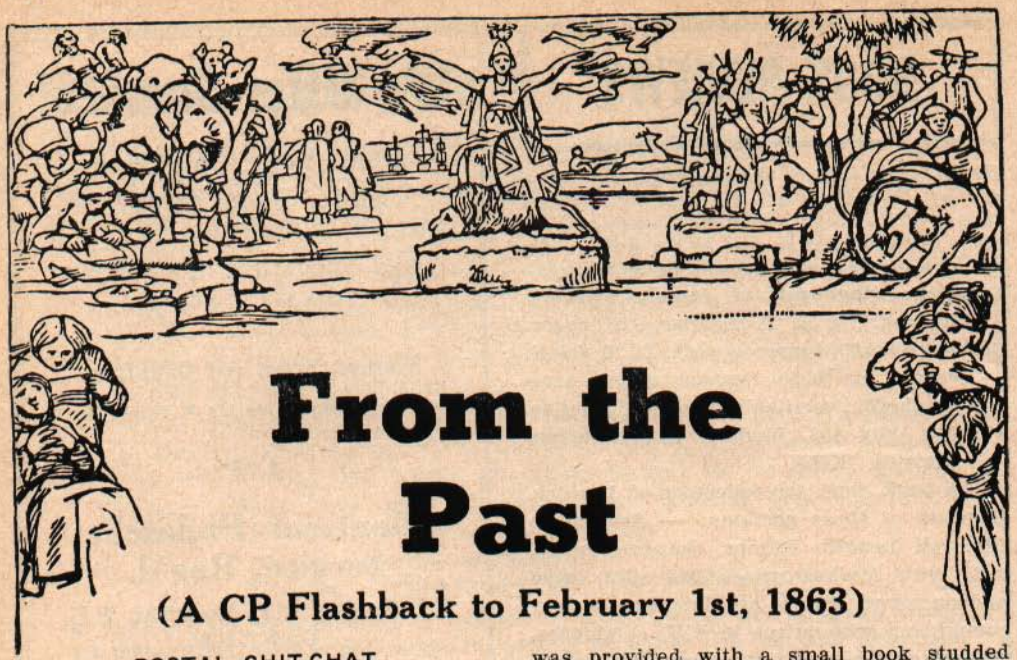
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Montreal Philatelic Service, Reg'd.

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Member A.S.D.A.



From the Past

(A CP Flashback to February 1st, 1863)

POSTAL CHIT-CHAT

'HAVE you a yellow Saxon?' 'I want a Russian'. 'I'll give a red Prussian for a blue Brunswicker'. 'Will you exchange a Russion for a black English?' 'I wouldn't give a Russian for twenty English!' Such were the exclamations that saluted our ears two years or so since, when waiting for an interminable line of vehicles to break sufficiently to allow us to cross Cheapside. The singularity of the conversation attracted our attention and excited our curiosity. The last phrase particularly surprised us, and we turned round in expectancy of seeing some sallow foreigner's countenance, but found the remark, so disparaging to our national vanity, proceeded from an unmistakeably English face, on the neck and shoulders of a true John Bull of a boy, one of a score or more youths just poured forth from a noble educational institution in the neighbourhood. Now we had heard of fair Saxons, but never of yellow ones, and of the then celebrated black Brunswickers of the Royal Academy, but a blue one was a strain upon our imagination.

Having an objection to trust ourselves under the horses' legs, or be jammed between two carts, we had abundance of leisure to take note of what was going on, and found each of the juvenile locutants was provided with a small book studded with dark patches, which a closer examination discovered to be postage stamps of all nations.

Further inquiries initiated us more deeply in its mysteries, and a very brief time saw us regularly enrolled as a votary of what a special English appellation is wanted for, but which the Belgians and French appropriately term **Timbromanie.**

The now prevalent, — we had almost written fashionable,—**furore** in question, is of by no means such modern growth as many suppose; for, some eight or nine years since, we remember being asked to search among our old letters for the black English postage stamp; and we have at times contributed a stray specimen towards the store of a young lady, who had been even then some time collecting, and we are frequently inclined to wish our said friend

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EDITOR'S NOTE: This article was written nearly a hundred years ago—we have reprinted it, as published, from Vol. 1, No. 1. The Stamp Collector's Magazine, February 1st, 1863. We take note that things philatelic haven't really changed that much—that the timbromanie virus is still as deadly as ever, and that some individuals still collect with a view to making a pretty tolerable profit out of the coloured rectangles.

and her stamps at the place whence we are impatiently expecting an importation, viz., Hong Kong,—for, albeit we never seemed to take any interest therein, we must have imbibed the seeds of a malady which has entailed on us a frightful amount of trouble, excitement, and anxiety.

The **timbromanie,** or stamp mania, has long prevailed in Belgium, Germany, and France; originating as we have been given to understand, in the former country; and though, as we have just intimated, by no means unknown here, it is within the last two or three years only that it appears to have taken a firm root in the metropolis, extending its ramifications to all parts of the United Kingdom. An individual in Brighton boasts of being the first to introduce it generally into England, and was, we believe, the primary commercial speculator in what may be termed a new trade. Twelve months ago not a stamp could be purchased in London at any shop, whereas there are now a dozen or more regular dealers, and numbers of private individuals make a pretty tolerable profit out of the coloured rectangles launched into circulation, with no purpose of that kind, by Sir Rowland Hill.

The (now, alas!) surreptious 'Change in Birchin Lane and its alleys,—where from fifty to a hundred individuals used to congregate in the evenings of last spring,—was an interesting epitome of its typical **congener** in the neighbourhood. Buying, selling, and exchanging were then carried on with spirit and pleasurable excitement; all ranks (we have seen one of her Majesty's ministry there) and all ages (ourselves were blandly told by X 149, that we were old enough to know better) taking part in the traffic. We have occasionally seen ladies, album in hand, on the scene; of whom one contrived to effect a highly-advantageous exchange of a very so-so specimen for a rarity, with a young friend of ours, who salved his greenness with the apologetic remark, that he could not drive a hard bargain with a lady.

The variation in prices was right noteworthy:—a stamp fetching sixpence or a shilling one evening, the next realising but a penny or twopence; some merchant's clerk or office-boy, with an eye to business, having rummaged to some purpose for a packet of old letters laden with the stamp in demand. We have seen a set of the Nevis stamps the same evening pass from hand to hand for four, six, and eight shillings successively, and even at the last price bought to sell again at a profit.

A similar scene is of daily occurrence in the gardens of the Tuilleries at Paris, though Sunday afternoons attract the larger attendance; but there the fair sex decidedly predominates, and groups of amateurs may be observed sitting with their albums on the chairs under the trees, busily earnest in exchanging. The same, on a minor scale,

CANADA.
ADHESIVE STAMPS.

	Unused s.	Unused d.	Used s.	Used d.	Unused per Doz. s.	Unused per Doz. d.	Used per Doz. s.	Used per Doz. d.
1856.								
½d. Rect. rose	2	0	0	9				
3d. Oblong vermilion	1	6	0	2			1	6
6d. Rect. black	4	6	1	6				
6d. Sterling (7½d. cy.) green			3	6				
10d. Rect. blue			4	0				
1858. *Perforated*								
½d. Rect. rose	2	0	1	0				
3d. „ vermilion	2	6	0	6				
6d. „ black			6	6				
1860-64.								
1 Cent, rect. rose	0	2	0	1			0	6
2 „ „ rose	0	3	0	1			0	10
5 „ oblong vermilion	0	4	0	1			0	3
10 „ rect. dark brown	0	9	0	2			1	0
10 „ „ purple	0	9	0	1			0	9
12½ „ „ green	0	10	0	1			0	10
17 „ „ blue	1	3	0	4			2	0
1868.								
1 Cent, rect. red-brown	0	2	0	2	1	3	1	0
1 „ „ orange	0	1	0	1	0	10	0	6
2 „ „ green	0	2	0	1	1	6	0	6
3 „ „ red	0	3	0	1	2	0	0	4
6 „ „ brown	0	6	0	1	4	0	0	9
12½ „ „ blue	1	0	0	1			0	8
15 „ „ lilac	1	6	0	2			1	6
1868-70								
½ Cent, small rect. black	0	1	0	1	0	5	0	4
1 „ „ orange	0	1	0	1	0	9	0	6
2 „ „ green	0	2	0	1	1	6	0	6
3 „ „ rose	0	3	0	1	2	6	0	3
3 „ „ vermilion	0	3	0	1	2	6	0	3
6 „ „ brown	0	5	0	1	3	6	0	6

The first catalogue of Stanley Gibbons was published in the early 1860's. The earliest known copy in existence today is the 1865 issue, entitled "A Descriptive Price List and Catalogue" which is in the British Museum. While some effort to publish a combined sales list and reference book is evidenced, a page from the 1874 edition describing CANADA (above), omits mention of the 12d black. An interesting glimpse of the early S.G. operation is found in their own description,—"Philatelic Publishers, Stamp Importers and Dealers in Crests".

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ENGLAND

From the Past (Continued)

might be witnessed in the gardens of the Luxembourg, on Thursday evenings.

Marvellous to a degree is the ignorance of the uninitiated respecting the various kinds of postal stamps. We heard a gentleman, who had travelled through the United States, confidently affirm there were no purely local stamps there,—the actual number being then something like a hundred. Again, inquiring of a Spaniard if he could procure us some specimens of the old issues of his country before 1854, he pertinaciously insisted there had been no postage in Spain till after that period, and it was only by producing one of our own collection dated 1850, that he could be convinced of his erroneous idea. A Spanish gentleman, of our acquaintance, had never heard of the nineteen-cuartos stamp of his own country; and a West-Indian merchant of Jamaica, through whose hands the stamps of that island must have passed for years, had never observed the difference between them and the English.

Last year we applied at several minor offices, and even at the general post in Paris, for the **chiffre-taxe** stamp—showing one as a pattern—and were assured by one and all that it could not be French. This will be less surprising on observing the general ignorance prevailing as respects our own high-priced envelopes. Before we ascertained whence to obtain them, we tried at several post-offices,—among others, at the principal district-office at the West End,—and were confidently informed they were not in use then, if they ever had been, which was doubtful. Not two months since we used a fourpenny one in part payment of a registered letter, at Lombard Street, which created quite a sensation among the officials there, who had never seen one before.

Something more excusable was the ignorance of a servant where we were residing who, remarking our **penchant** for such items, good-naturedly volunteered the information that her aunt had received a letter from her brother in the West Indies, with a very extraordinary stamp on it. Thinking to draw a prize, we rushed into the city, mounted one of the endless stair-

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cases of a seven-storied warehouse; penetrated the sanctum of the housekeeper, narrowly escaping a broken head from the low roof; and, after waiting till a miscellaneous store of treasures was ransacked for the coveted epistle, were duly rewarded for our enterprise by the sight of the wondrous stamp, which disclosed itself to our eager eyes in the shape of a common penny head stuck cornerwise!!

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PART II

Newfoundland Aerophilately

JAMES J. MATEJKA, Jr., M.D.

The Beginning of Internal Flights

The basic idea of the PMG Robinson of having the aeroplane carry mail to the far flung remote spots of Newfoundland, which during the bleak winter months were snow and ice bound had now begun to bear fruit. In May of 1919 the Newfoundland House of Assembly passed the Air Bill allowing certain aircraft companies the right of daily air service to other parts of the country and Canada. Messrs. Whitehead, Morris and Co. Ltd., of London, were authorized to prepare essays of stamps which the government could consider worthy of preparing into regular airport adhesives. Designs of these are noted both perforated and imperforated together with a crude forgery made in Italy and circulated in the United States. This later seems to forever follow the airmail specialist of Newfoundland as a rare item, yet, this forgery is not worth more than fifty-cents at best.

In 1921 it was proposed by the new Minister of Posts and Telegraph, W. W. Halfyard, to attempt to close the gap between Newfoundland and it's British neighbor, Canada. A flight was suggested between Botwood and Halifax of some 500 miles. The government had subsidized the flight to the amount of $1,000. A Major Cotton was chosen to make the flight in a De Havilland plane. Unfortunately, when November 30th came around the floats on the plane were found to be defective and by the time it was repaired the Bay at Botford was ice bound. December 1st brought a gust of wind so great that a wall of ice prevailed between the hanger and the Bay. By the 10th of December the flight was ready only to find that upon two hours of flying time near Deer Lake the plane crashed after developing engine trouble. Major Cotton was returned to a hospital in St. John's for medical attention and the mail was sent by rail and steamship to Halifax. The flight was abandoned. Would this tiny colony be deprived of its airmail because of the weather conditions prevailing?

The Halifax stamp itself was basically the 35-cent red issue of the 1879 Cabot issue showing the iceberg off St. John's. As in the Alcock and Brown, the stamp was surcharged in sheets of 25 (5x5), overprinted in black in three lines in the offices of the Royal Gazette newspaper in St. John's. The original order was for 5,000 stamps, not being enough, an additional 9,000 copies were ordered. The difference in the two orders being that the second issue was printed in greyish black ink and that the impression lighter, whereas the first order being jet black and a rather heavy impression. Some are known to be printed at a slight angle. 100 copies (four panes) are known to be printed in error and inverted, and these four panes have the same individual setting as the normal stamps, and these being as follows:

1. 2½ mm. wide spacing
   - A. No stop afer 1921 ..... 10 in pane
   - B. No stop after 1921 and first 1 of 1921 moved to right and below 'F' of Halifax 1
   - C. Stop after 1921 4
2. 1½ mm. narrow spacing 2
   - D. No stop after 1921 1
   - E. No stop after 1921 and moved to right (as o) 4
   - F. Stop after 1921

During this period many successful or otherwise internal flights were made by Major Cotton and others having mail contracts with the Newfoundland government. Exact data on these flights have never been recorded by the official government and hence these detailed facts are still to be unearthed. Many of these flights bore mail with only a rubber stamp marking designation that it was airborne.

The De Pinedo Flight

In his trip around the world to give prestige to Fascism, the Marchese Francesco de Pinedo reached Trepassey Bay from New Brunswick in his Santa Maria II on May 20th, 1927. With reluctance, de Pinedo would carry a limited amount of mail on

Newfoundland (Continued)

his last lap to Italy which took off on May 23rd, 1927. Due to strong headwinds the plane landed in the Atlantic about 200 miles off the Azores, the balance of the trip to Italy being made by schooner, and hence to Ortia, Italy, under his own power from Ponta Delgada.

Believing that it was unlucky to carry mail, mail of the 225 flown covers show the stamp upside down (for luck). The stamp being the 60 cent black issue of 1897 (which they didn't sell very well), showing King Henry VII granting a Letter of Patent to Cabot and Italian Citizen. 300 stamps were overprinted in red in six panes of 50 stamps each with the overprinting being AIR MAIL DE PINEDO 1927 in three lines. This is one of the rarest 20th century British Commonwealth stamps.

The Commonwealth Cancellation

In honor of the first successful crossing of the Atlantic by Alcock and Brown of June 14, 1919, W. W. Halfyard, then minister of the Posts, issued a special cancellation. On that day over 24,000 pieces of mail were cancelled with about $4,000 in excess of normal sales of stamps.

The Blue Nose Flight

Messrs. Archibald and Darrell arrived at Harbour Grace from North Sydney, N.S., in four and one half hours whereas at least forty hours would have needed to have lapsed by surface methods. A special mail was quickly gathered up for the pilot's return to Nova Scotia which was composed of two bags totalling thirty-five pounds. Since there was no time to prepare a cachet of suitable nature for the Bluenose airplane, most covers have a PER AERIAL MAIL or PER BLUENOSE directive on the face. This flight showed that carrying mail from the mainland of Canada to Newfoundland was a feasible possibility.

Canada is considering release of a stamp commemorating the founding, 350 years ago, of the first British colony on Conception Bay in Newfoundland, according to a report in the Christian Herald.

The Columbia Flight

Boyd and Connor arrived in Harbour Grace in their Bellanca monoplane, Miss Columbia, on September 22, 1930. This was not the first Transatlantic flight for the Columbia as it had flown the same in 1927 with Clarence Chamberlain and Charles Levine. The 36 cent Caribou of the 1919 issue was selected for the seven line linotype slug overprint. The job had to be rushed, as the plane was to depart for Great Britain at most any time. The setting was that of a block of four of which each position can be detected as to its respective position.

300 stamps were printed, 332 letters were carried on the plane of which only 100 were franked with this specially prepared stamp. Counterfeits are plentiful in their jet-black ink or faulty commas about the "Columbia".

The flight was successful in the Atlantic crossing having landed at the southwest tip of England, and hence to London after refuelling. The plane thus left Harbour Grace on October 9th and landed at Trescoe Islands on October 10th and on the 11th to London at Croydon airfield.

The Stephenville Crossing—Grand Falls — St. John's Flight

Arthur Sullivan and Douglas Fraser, two Newfoundlanders, in their 85 h.p. plane, the Gipsy Moth, began to tie the mainland of Canada to Newfoundland with a series of flights from Canada to St. John's. On November 12, 1930, they landed at Stevenville Crossing on the west coast of Newfoundland. The prepared mail was loaded, but due to squally weather conditions the plane landed at Grand Falls in the north central part of the islands. On the following day the plane landed at its final destination at Mt. Pearl Airdrome, St. John's.

Mail on this flight carried the circular B.C. postmark in violet and a double circular postmark in violet from Grand Falls. All mail was machine back stamped, St. John's—November 19 3 PM 1930, and also a "Shop and Mail Early Insure Parcels"

(Continued on Page 257)

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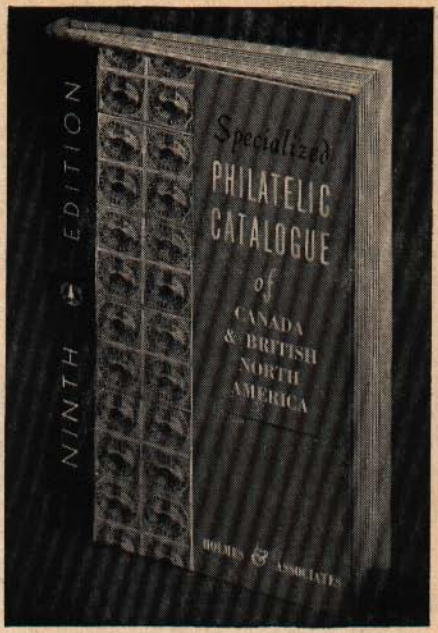
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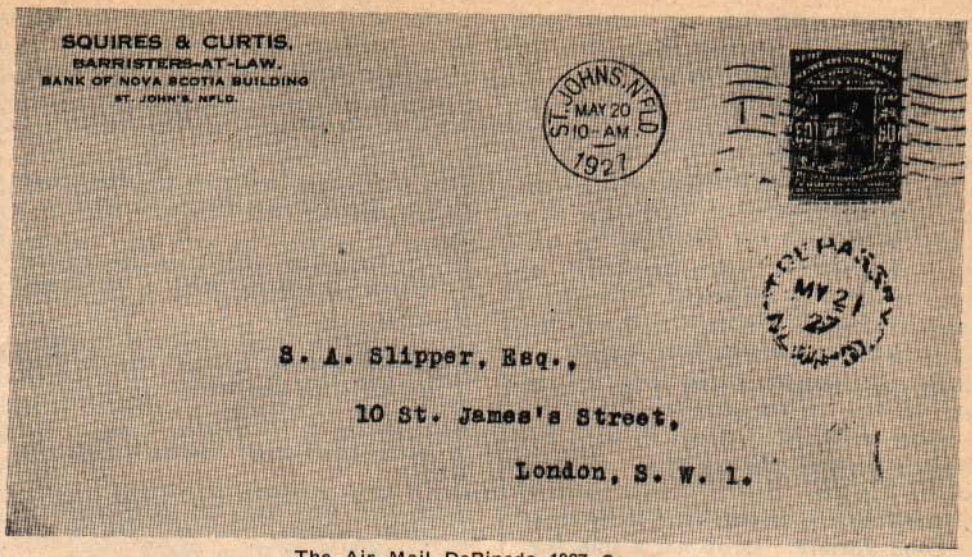
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The Air Mail DePinedo 1927 Cover.

The Maritime and Newfoundland Airways —A Proposed Flight

An aeroplane company attempted to connect Sydney, Nova Scotia, with St. John's, Newfoundland, with the French islands of St. Pierre, off the Grand Banks into one single airline. Labels were prepared in the United States and many covers were made ready. However, those receiving a St. John's postmark were no doubt obtained by favor. Proper governmental connections were not made, and thus the labels are fairly common.

The First Permanent Airport Issue of 1931

The first permanent airport set was placed on sale at the St. John's post office on January 2nd, 1931. The set was designed by A. B. Perlin, and redrawn to scale by J. Scott. Perkin Bacon & Co. did the printing in sheets of 100 subjects (10x10). The 15 cent for local mail shows the dog team was printed in a quantity of 55,000, whereas the 50 cent for use in the U.S.A. and Canada showed the St. John's Harbor entrance was printed in a quantity of 30,000, and lastly, the $1.00 for Transatlantic use showed the various pioneer flights from Newfoundland was printed in the quantity of 20,000. All of these were printed upon unwatermarked paper.

Further supplies were required, especially the 15 cent stamp. The supply arrived on March 12, 1931, but was printed upon watermarked paper showing the Coat of Arms of the Newfoundland Colony. On each sheet of 100 subjects there was found to be horizontal and vertical gutters of stamps bearing no watermark. The sheets of paper were made with 400 impressions of the

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watermark which were divided horizontally and vertically by unwatermarked gutters. At the center of these gutters there is to be found a cross. This cross, however, is only to be found on the 15 cent value.

The unwatermarked stamp can be further differentiated from the watermarked variety by the fact that watermarked variety is about 1mm., smaller due to paper shrinkage, and that the watermarked variety is more transparent in appearance.

Specimen copies of the unwatermarked set are found in the large punched variety covering 3 or 4 stamps spelling out SPECIMEN. There is a horseshoe shaped die punch variety as well which is extremely scarce.

Many perforation varieties exist. There being imperforated varieties, on heavy proof paper as well as on regular stamp paper, both horizontal and vertical imperforate pairs (imperforated between), as well as imperforate marginal copies.

Hillis and Hoiriis Flight

In an attempt to span the Atlantic from Newfoundland to Denmark, Holgar Hoiriis and Otto Hillis left Harbor Grace on June 24, 1931. Their Bellanca monoplane, "Liberty" went afoul in bad weather necessitating a forced landing in Krefeld, Germany, after 32 hours of flight. The balance of the flight to Copenhagen was then made later in two easy stages. As the mail prepared in Newfoundland (also prepared in New York) did not have the necessary $1.00 postage the letters went via surface mail. (The other theory being that the plane left before the mail was ready).

1931 Justice For Hungary

In competition for a $10,000 prize offered by Lord Rothermere for a Hungarian pilot to fly from the U.S. to Hungary, Endres and Magyar flew a Locheed "Sirius" monoplane from New York to Harbour Grace and thence on July 15th to Budapest. The plane landed 20 miles west of its goal at Bicske after a flight of 28 hours and 12 minutes. The Newfoundland leg of this journey shows covers bearing the $1.00 aerial map stamp of the 1931 series cancelled at Harbour Grace of July 15th and an arrival postmark, usually cancelled in green, at Budapest which translated means 1931 July 19 11 A.M.

1931 Internal Flights

With the "Gypsy Moth" making the initial flights in 1930, the Newfoundland government let certain contracts with the Newfoundland Airways Ltd., of which Messrs. A. D. Sullivan and D. C. Fraser were the pilots. The longest flight being from St. John's to St. Anthony by way of Conche, Western Arm and Hampden. The 660 mile trip was begun Jan. 29, 1921, with 7,847 pieces of mail for the route for which the airlines was to receive $150.00 subsidy per round trip. Again, due to weather and technical difficulties the two and one half hour trip took about three weeks to complete. Mail accumulated and received various postmarks and cachets for the flight as well as autographs of the pilot, Sullivan.

Other flights took place in 1931 mainly to Burin and to Corner Brook. In August 23rd, in spite of bad weather the Gypsy Moth made another historic flight from St. John's to Sydney, N.S., in nine hours and five minutes. 2,000 letters were carried on this flight and back stamped with the circular black postmark, North Sydney PM AU 23 31 N.S.

Also in August of 1931 a Viking seaplane piloted by Cm. MacMillan flew from Hopedale, Labrador to Boston, Mass., carrying a small mail. Authority to carry mail was forwarded to MacMillan by telegraph and mail to be carried by the Viking was dispatched from St. John's by steamer. This mail never arrived on time. The covers were backstamped at Boston as well as autographed by the aviators.

(Continued on Page 260)

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The DO-X Flight

The unlucky giant German flying boat with its 12 Curtis Conqueror engines landed at Dildo Arm, Newfoundland, on May 19, 1932. The proposed landing should have been at Holyrod, but due to a fog hundreds of sightseers had to be disappointed. The King's Printer, D. R. Thistle, prepared 2,000 blocks of four (thus 8,000 stamps) of the $1.00 map stamp of 1931 for the flight. 1,804 covers were prepared for the flight dated May 19th or 20th. On the morning of May 21st the DO-X left for the Azores which it reached on the same evening, thence to Berlin via Vigo, Spain, and Southampton, England.

Each position in the block of four can be detected with its characteristic minor varieties which are constantly present, hence the stamp can be plated. The only other known variety being those with an inverted surcharge.



Mail known as "On Board" mail with German stamps or marking is also known to be present with the FLUGSCHIFF postmark and the rectangular cachet, also in lieu of stamp, covers and cards are known with the two-line markings in red, "AFFRANCHISSEMENT-PERCU 6 (or 4) RM". These all have a Berlin arrival postmark.

L and S Post—Issued February 9, 1933

The King's Printer overprinted 70,125 in blocks of 25 each of the 15 cent watermarked dog team stamp so that the stamp could be valid for Land and S a Post (Surface mail). In doing so, it reduced the number of 15 cent airport stamps and also created a se-tenant error as a sheet was partially surcharged the L and S surcharge. Also there are 25 copies (one sheet) of the surcharge that was inverted. The stamp was placed on sale Feb. 9, 1933 at 11 a.m. and was sold out the following mid-afternoon.

The Wayzata "Attempt"

In an attempt to carry mail by private enterprise, a Captain Olsen and Charles Hunt for the Wayzata Company were extremely desirous to enter into a business arrangement with the Newfoundland government so that their Sikorsky amphibian plane could have an official sanction for their postage stamps that were printed in the United States. As it stood, the government could have obtained $100,000 for the 100,000 stamps they hoped to sell locally, plus $60,000 or 20 cents per stamp on the 300,000 stamps taken up by the Wayzata Company. The Government was in considerable financial distress at this time as a Commission of Government had been appointed to rule in place of the elected government. The elected government prior to the Commission Government had turned down this Wayzata plan, but with the formation of the new government, the Wayzata Minnesota Company once again attempted to push through its plan. Considerable criticism to the plan was made not only in the St. John's press but also in the leading philatelic press throughout the world. As a result, the Newfoundland government repudiated its previous stand in the matter. 25,000 of these so-called "Stamps" still exist and by a stroke of a pen the government of Newfoundland removed itself from a very awkward situation in which it should have never been involved.

The Second Permanent Issue (June, 1933)

A set of five new airpost stamps were designed by J. Scott showing various homespun scenes of Newfoundland and Labrador. The dies were engraved by Perkins, Bacon & Co., and the stamps were printed by John Dickinson & Co. All of the values have been in an imperforate condition. Progress die proofs in the cover of the final stamp exist on unwatermarked paper (the stamp was issued on watermarked paper) and final dies are known to exist in black. The numbers of the dies are always found to be trimmed. As to quantity, the 5 and 10 cent were issued in 100,000 lots, the 30 cent in a quantity of 50,000 and finally the 60 and 75 cent in the amounts of 30,000.



Balbo Flown Cover 1933, with Special Cachet

A special flight was made by Pilot Woolett of the Canadian Airways to the Gold Concessions of Labrador from St. John's and return, by way of Wabush-Katso in Labrador and the Seven Islands in Quebec. The flight originally was to take place on July 11, 1933, but did not leave until July 17th, and arrived at Wabush-Katso on the 20th. A blue back stamp was so applied, and on the return flight a red cachet was used for mail to St. John's. This mail left Wabush-Katso on July 23rd and arrived at St. John's on July 31st at 5.30 p.m.

The Balbo Flight—July, 1933

To further promote Fascistic propaganda, General Italo Balbo's fleet of some 24 Savoia-Marchetti flying boats landed at Shoal Harbour July 28, 1933, on their return flight to their homeland from a successful flight to Chicago, Illinois. For this occasion the Newfoundland government authorized Messrs. Robinson & Co. Ltd., to surcharge 2,010 blocks of four of the 75 cent Labrador issue to commemorate this flight. Of these 8,040 copies 4c were found to be defective and were destroyed by tearing. Defective copies were probably all of the inverted surcharge type. Once again the exact position of each stamp can be ascertained by its characteristic minor variations which allows plating.

Returning to the flight, some 1,100 covers were picked up at Newfoundland either being cancelled at St. John's on the 26th or at Shoal Harbour of the 27th. Supplementary mail was postmarked at Shoal Harbour from July 26th to August 7th. The flight was started on Aug. 8th. The covers are all backstamped, usually at Rome, August 12, 1933, in black, green or blue.

James Mollison Flight October, 1936

Mr. James Mollison in a Bellanca monoplane, "Bororthy", took off from England October 29, 1936, to reach Croydon, England, 13 hours and 17 minutes later. This was the fourth Transatlantic crossing for the veteran Mollison.

Thus, this plucky pilot carried an unofficial mail postmarked Brigus, October 29th, and refranked in England with a one and one-half penny stamp at London bearing the hand stamp, October 30, 1936.

Transatlantic Big Business Begins

The large commercial aviation corporations both in England as well as in the New World have now seen what the soloist had accomplished in spanning the Atlantic.

As a result of survey flights in 1937, Pan-American Airways inaugurated flights with Imperial Airways on June 24th, 1939, and August 5th, 1939, respectively. On June 30th, 1939, the American Export Lines carried a limited mail from Botwood to Marsailles and Lisbon. May 1, 1942, Trans-Canada began regular airmail service from Moncton, New Brunswick, to St. John's,

Newfoundland, by way of Sydney, Nova Scotia and Gander, Newfoundland.

Gander became the jump-off spot in Newfoundland for Transatlantic flights after the Second Great War. The terrain was more level and away from the hubble and bubble of St. John's. The United States had built a large military field there in transporting military planes to England during the war. After the Great War many F.A.M.5s expanded in the 1946-47 period as June 15th, Gander to Brussels, Prague, Vienna, Jan. 1, 1947, to Ankara, Turkey, March 15th to Karachi in India, June 2nd to Preswick in Scotland, and July 5th to Calcutta, India.

The Third and Final Permanent Airpost Set 1943

The Canadian Banknote Company was ordered by the government to print a new airpost stamp in accordance with a rate change in airmail postage. The new seven-cent airpost stamp was issued June 1st, 1943, and was printed—line engraved—in blue on unwatermarked paper. It was line perforated 12. This change of rate was introduced to cover franking of airmail to Canada and to the United States.

With the issuance of this stamp the curtain now begins to close on the aerophilately of Newfoundland as a stamp issuing nation. For, on April 1, 1949, Britain's first colony was now to become Canada's tenth province in its Confederation. Thus the stamps of Newfoundland could be used in any of the other nine provinces of Canada and, likewise the stamps of Canada now became the new official postage of its new Confederation member, Newfoundland.

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143b U	75	27/6
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The R.P.O. Corner

By T. P. G. SHAW

RAILWAYS NOTED ON R.O.P. HAMMERS

The first Canadian Railroads were at Pictou in 1827 and North Sydney in 1828 to carry coal. (1) They used the standard gauge and iron rails. The first passenger road was built in 1885 using wooden rails. It ran from Laprairie to St. Johns in Quebec. Horses wee used until the locomotives appeaed in 1837. Mail in bags was carried in 1836. Bryant Long (2) reports clerks started sorting mail on the St. Lawrence and Atlantic Railway in 1851. He says the first true R.P.O. was Niagara and London which started in 1854. The earliest known cancel was St. Lawrence & Atic 1853 with the rare type 6c having a crown over the date. From this time on the development was rapid. Let us look at those we encounter in R.P.O. cancellations.

Albert Railway

45 miles from Salisbury to Hopewell in New Brunswick. Opened 1881.

Alt. R. & Coal Co.

Alberta Rail and Coal Co. from Lethbridge to the International Border. About 100 mi. Part of the C.P.R. system.

Alt. & Mea. Bch. Ry.

Atlantic & Meaford Branch Ry. Now part of C.N.R.

A.N. & N.W. Ry.

Nothing found of this run.

B. & L.H. Ry.

Buffalo & Lake Huron Ry. became Buffalo Div. of G. T. Ry. Buffalo through Brantford to Goderich.

B. & O.R.R.

Brockville and Ottawa Rwy. 99 miles opened 1874 from Ottawa westward through Renfrew. Part of Canada Central Railway, now C.N.R.

Canada Atlantic Ry.

Can. Atl. Rwy.

C.A.R.

Now part of C.N.R. Ottawa to St. Albans, Vt.

Ca. Southern Ry.

C.A. & Southern Ry.

Victoria to Amherstburg, Dnt. Niagara Falls to Amherstburg, Ont. 327 mi. Now part New York Central system.

Can. Central Rwy.)

Can. Centl. Rwy.)

Can. Cent. Rwy.)

Canada Central Rwy. First 28 mi. opened in 1874 Ottawa to Carleton Place. Now part of C.P.R. system.

Can. Northern Railway

Canadian Northern Railway. Formed about 1901 by amalgamation of Lake Manitoba Rly. and Northern Pacific now part of C.N.R.

Canada Pacifis R.R.)

C.P. Ry.)

Canadian Pacific Railway. Built as transcontinental line. Started 1880.

Central Ont. Rwy.)

C.P. Ry.)

Central Ontario Railway from Picton, Ont. to Coe Hill, 104 miles. Now part of C.N.R.

Credit Valley Railway

Toronto westward to Ongersoll. Now part of C.N.R.

E. & N.A.R.

European & North American Rwy. Started about 1853 (1). St. John to Vanceboro through Fredericton. Now C.P.R.

E. & N. Rwy. B.C.

Esquimalt and Nanaimo Ry. Now C.P.R.

G.B. & L.E. Ry.

Georgian Bay & Lake Erie Rwy. Palmerston to Durham, Ont.. Now part of C.N.R.

Grand Junction Rwy.

From North Hastings to Madoc. 15 miles. Joined Grand Trunk in 1853 (1). Now C.N.R.

G.T.P. W. of Wainwright

Grand Trunk Pacific. Construction began 1905. Now part of C.N.R.

G.T.R. T. & S.)

G.T.R. T. & K.)

G.T.R. T. & M.)

Grand Trunk sections, Toronto and Sarnia, Toronto and Kingston, Toronto and Montreal. Now C.N.R.

---

(1) Our Transportation Services. Dept. Citizenship and Immigration Pamphlet No. 5.

(2) Mail by Rail. Bryant A. Long. Simmons Boardman Pub. Co., N.Y.

G.W.R.)
G.W.R. Accomodn.)
G.W.R. Sarnia Branch)
G.W.R. H. & T.)
G.W.R. Mail Line)
G.W.R. Air Line)

Great Western Rwy. Clifton westward to Detroit. Started in 1847(1). Air line was Buffalo, Welland to Glencoe. Now Michigan Central and Can. National Rwy. It is stated that Mr. P. Pudon placed in charge of the mail car in 1854 was the first mail clerk on the North American continent. Mr. Bryant Long (2) disputes this claiming it for US. by many years.(4)

H. & A.R.N.S.

Halifax and Annapolis Branch of Dominion Atlantic Rwy.

H. & H.W.R.

Hamilton and Northwestern Rwy. became part Grand Trunk Rwy. in 1888. Now C.N.R.

H. & P.R.

May be Hamilton and Palmerston.

H. & T.R.

This is said to be Hamilton and Toronto on Great Western Rwy. (3)

Halifax & S.W. Ry.

Halifax and South Western Rwy. Apparently the Halifax, Bridgewater, Yarmouth run now operated by C.N.R.

Ham. & Lake Erie R.

In 1874 operated 31 miles, Hamilton to Jaris. Now operated by C.N.R. as freight service.

Ham. & Nor. Westn. R.R.

In 1881 operated Port Dover westward to Collingwood. In 1888 it joined the Grand Trunk system, now C.N.R.

Intercolonial Ry.

Built to connect the Maritimes to the rest of Canada in 1874 as a government venture. Became part of C.N.R. on its organization in 1923.

K. & P. Rwy. Northn.

Kingston to Pembroke Rwy 120 miles through Sharbot Lake. Now C.P.R.

L. H. & B. Ry.

London, Huron and Bruce Ry. Part of Great Western Rwy. later C.N.R.

L. and P.S. R.R.

London and Port Stanley Rwy., also part of G.W.R. later became part of C.N.R.

Lake Manitoba Ry. & C. Co.)
Lk. Man. Rly. & C.C.)

Lake Manitoba Rwy. and Canal Co. Portage la Prairie to Lake Manitoba. Now part of C.N.R.

Levis & Kennebec Railway

From Levis south to Kennebec, Que. near the American border. Now Quebec Central Rwy. operated by the C.P.R.

Man. & Nor. West'n C.)
Man. & N.W. Rly.)

Opened in 1883 from Portage la Prairie to Minnedosa later extended to Yorkton now C.P.R.

Massawippi Valley R.R.

Sherbrooke to Newport, Vt. through North Hatley. Now Quebec Central Rwy. and C.P.R.

Michigan Central

Buffalo, N.Y. to Niagara and Welland to Windsor. Now part of New York Central System.

Midland Rwy.

From Port Hope to Orillia through Lindsay part of which is still used by C.N.R.

Mon. & Champ. In. Rwy.

Montreal to Rouses Point, N.Y. became part of Grand Trunk then C.N.R.

N.O.R. Railway

Northern Railway a merger of several earlier lines. Toronto to Collingwood opened 1855. Later part of Grand Trunk Rwy. and eventually C.N.R.

N.B. & C.R.R.

New Brunswick and Canada Rwy. from Woodstock and St. Stephen. N.B. now part of C.P.R.

Nor. Pac. Rwy.

Northern Pacific Rwy. Winnipeg to Pembina through Emerson. Now C.N.R.

Nor. Railway

Northern Railway Toronto to Collingwood later became part of Grand Trunk then Can. National Systems.

North Shore Ry.

Quebec westward to Montreal by present C.P.R. route.

North Simcoe Branch Hwy.

Part of the Northern Rwy. Allandale to Penetang.

---

(4) T.P.O. & Seaport Soc. booklet "The Railway Mail Story".
(3) Boggs. Postage Stamps of Canada.

Ontario-Simcoe & Huron Railroad)
O. S. & H. R. R.)
Toronto to Collingwood (1) through Barrie opened in 1853 became part of Northern Rwy. and eventually C.N.R.

O. L. & S. B.C.
Okanagan Landing and Sicamous. Boat now Can. Pacific Rwy. Ken. and Sic.

O. & G.V. Rwy.
Ottawa and Gatineau Valley from Ottawa through Hull to Marks. Now C.P.R. Ottawa to Maniwaki run.

P. Dover & L. Huron R.R.)
P. Dover & L.H.R.)
P.D. & L.H.R.)
Part of Grand Trunk from Simcoe to Listowel Now C.N.R.

P.E.I. Railway
Prince Edward Island Rwy. Georgetown to Tignish opened 1875 Now C.N.R.

Quebec Central Rwy.
Sherbrooke to Thetford Mines. Now C.P.R. operated.

Q. M. O. & O. Rwy.
Quebec, Montreal, Ottawa and Occidental North Shore route through Lachute. Now C.P.R.

Q.R.R.
Probably Quebec and Richmond Rwy. Joined G.T.R. in 1853.

St. Clair Branch C.S. Railway
Canada Southern Rwy. St. Thomas to Courtright. Now Michigan Central Div. of New York Central System.

Shefford Ry.
Probably Stanstead, Shefford and Chambly Ry. Montreal to St. Johns, Granby, West Shefford and Waterloo. Now C.N.R.

St. L. & O.R.R.
St. Lawrence and Ottawa Rwy., Prescott to Ottawa. Now part of C.P.R.

St. Lawrence & Atlantic Railroad
Opened Montreal to St. Hyacinthe in 1848 then to Sherbrooke 1851 became part of Grand Trunk 1853. Now C.N.R.

Souris C.P.R. Section
Souris, Man on Winnipeg-Regina C.P.R. line.

S. & Q. Rwy. B.C.
A portion of the Pacific Great Eastern Rwy. from North Vancouver to Prince George.

(1) Our Transportation Services. Dept. Citizenship and Immigration Pamphlet No. 5.

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T. G. & B. Ry.
Toronto, Grey and Bruce Ry. From Toronto through Orangeville to Owen Sound. Became part of C.P.R.

T.G. & B. West Ext.
Branch line of the above at Orangeville to Teeswater.

T. & N.
Toronto and Nipissing Rwy. from Toronto through Midland to Coboconk.

Temiscouata Ry.
From Riviere du Loup to Connors, N.B Now C.N.R.

T. L. & S.
Toronto, London and Sarnia. C.N.R.

Tor. M. & I.)
Tor. & R.I. Ry.)
Has anyone any information on these?

Vermont Junc. Ry.
Montreal, St. Johns to St. Albans, Vt. Seems to be part of C.P.R. to St. Johns?

Victoria Railway
Between Lindsay and Haliburton. Now part of C.N.R. which does not follow the identical route.

W.G. & B. Ry.)
W.G. & B. K. & P.)
Wellington, Grey and Bruce Rwy. Part of Great Western Rwy. Toronto to Hamilton. Harrisburg and Southampton. Became part of Grand Trunk and later Can. Nat. Systems.

West. Man.)
W. Wan.)
No information on this. It could be another form of Manitoba and Northwestern Rwy.

W. Ont. Ry.
No information. Any help?

W. P.P. L. & W.
Whitby and Port Perry Rwy.—Lindsay to Woodville. Now Can. Nat. System.

Welland Rwy.
Port Dalhousie south to Port Colborne. Became part of Grand Trunk Rwy. and now C.N.R.

• ☆ •

Old Railway lines still have shareholder meetings according to the Canada Gazette, Aug. 1, 1959. The meetings were called for

Toronto, Grey and Bruce Railway Co. at 11.05 a.m. July 2, 1959.
The Kingston & Pembroke Railway Co. at 11.20 a.m. July 2, 1959.
The Manitoba and North Western Railway Co. at 11.35 a.m. July 2, 1959.
The Ontario and Quebec Railway Co. at 11.50 a.m. July 2, 1959.
The Montreal and Atlantic Railway Co. at 12.05 p.m. July 2, 1959.

All in Room 224 of Windsor Station, Montreal. All these companies are part of the C.P.R. system.

The Glengarry and Stormont Railway Co. held a similar meeting July 17, at 11.00 a.m. in a C.N.R. office.

It is interesting to note the preservation of these old names so long after their absorption into the present giant railway systems, C.P.R. and C.N.R.



The Realm of Stamps

by MONTOR

Just as each year's new cars have a fascination for so many people, so new issues of stamps tend to stimulate interest in stamp collection. Even the matured philatelist, although he may not even collect 20th century material, takes a keen interest in the new products of the world's philatelic presses.

In recent years there have been new trends in stamps. Probably the most significant are the issues of similar design put out by a number of different countries—the well known "Europa" stamps (see below) and the "Flying Swans" of the Nordic countries are typical examples. Last year we had the St. Lawrence Seaway stamps of similar design issued by both Canada and the U.S. (This year, the Mexican Independence Issue by Mexico and the U.S. released in September. Commemoratives for Refugee Year, featuring the uprooted tree taking root in new soil, are other stamp examples of common design symbolism). Many countries have issued special stamps for such events as Golden Jubilee of the Girl Guides, Fifth World Forestry Congress, Olympic Games, etc., during 1960.

The value of stamps for publicity purposes has become appreciated by Governments. In the late nineteen twenties and thirties Canada issued many beautiful stamps depicting scenes throughout the Dominion which cannot have failed to attract tourists to this country. These stamps were artistic and pleasing in every way and incidentally did much to make Canadian stamps so popular with collectors throughout the world. They were surely preferable and at the same time more effective from the publicity standpoint than the modernistic designs of the present high value stamps illustrating our industries.

Unhappily philately has also seen an ever increasing volume of new issues, particularly from the so called "new countries", flooding the market. Special agencies have been set up to distribute these issues to the stamp collecting public backed by high powered advertising. It is not intended to dwell here on this subject but it might be well to remember that the stamps of the older countries of the world will always have a huge following from their nationals. For the most part, the small underdeveloped countries have only a comparatively handful of stamp collectors within their borders.

The volume of new stamps commemorating everything from "soup to nuts" these days, has made the task of the general collector even more impossible than ever. Canada has gone against the trend, and has actually issued fewer commemoratives this year than in recent years. Many will agree however that it is a pity that a stamp was not issued marking the 50th Anniversary of the Royal Canadian Navy. (Instead we had to settle for a slogan cancellation!).

On the whole, this year has seen many new issues—the great majority of which fall into thematic categories. Topical collecting is coming more and more to the fore and there seems no doubt that for the junior and beginner it is the ideal way to commence stamp collecting. Many contend that a broad knowledge of the world's stamps is essential for the philatelist to acquire before he can successfully embark on specialization in his chosen field.

EUROPA C.E.P.T. ISSUE



Date of Issue—September 15th, 1960

Twenty countries issued stamps in September to commemorate the first anniversary of the Conference of European Postal and Telecommunications Administrations: Austria, Belgium, Denmark, Finland, France, Federal German Republic, Great Britain, Greece, Iceland, Ireland, Italy, Liechtenstein, Luxemburg, the Netherlands, Norway, Portugal, Spain, Sweden, Switzerland and Turkey. The denominations of the British stamps are 6d. and 1s. 6d.—they are printed in two colour photogravure and are the first bi-coloured commemorative stamps ever to be issued by Great Britain. The design embodies the word EUROPA of which the letter "O" is formed by a mail-car wheel symbol. Most countries of C.E.P.T. issued stamps with this motif.

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BOUQUETS FOR CP

DEAR MR. EDITOR:

I forget the exact number of years I have been attached to CPS (now the RPSC) but in all the time, I have not felt an urge to write anything whatosever, either condemnatory or congratulatory, regarding the Canadian Philatelist or the officials of the Society responsible for the Journal.

However, I must say that the current issue is so handsome in appearance, so full of interesting articles and the lengthy membership listing, that you as Editor and Dr. Geldert as President, should feel justifiably proud of your efforts to produce a worthwhile Journal fit for the most humble or the most Royal of Philatelists.

It is really a very nice job—let other Societies do as well.

W. GRIFFITHS, Montreal.

DEAR MR. EDITOR:

On receiving the last edition of the RPSC Journal, I felt I must sit down and drop you a note of appreciation—it is a thrill to see the Canadian Philatelist grow into such a beautiful magazine and so full of good articles. Many compliments to yourself, and I am sure our President, Dr. Geldert, deserves praise for the very worthy effort.

I must say I enjoyed the articles on the 1868's by Martin. Hope he could come out with some more.

(DR.) BILL OROBKO. Edmonton, Alta.

MORE 'WHY WAIT FOR SPRING' SLOGANS

I find the list (Hollow Tree, No. 481, July-Aug.) very incomplete. I have quite a few more for 1959 and 1960. Actually I have 135 slogans, however am listing only those not in your list below.

Would be interested in contacting anyone who has any spares of this slogan, as I am missing quite a few for 1958.

G. H. POTTS, Halfmoon Bay, B.C.

1958
Victoria
Yorkton

1959
Burlington
Cornwall
Edmonton
Cite de Jacques Cartier
Kentville
Kingston
Kitchener
Leamington
London
New Westminster
Niagara Falls
Oshawa
Peterborough
St. Thomas
St. Eustache P.O. (b)
Sarnia
Scarborough
Swift Current
Wallaceburg
Welland
Winnipeg
Valleyfield (b)
Montreal (b) 2 types

1960
Agincourt
Amherst
Brantford
Brockville
Burlington
Charlottetown
Campbellton
Chatham
Chilliwack
Cobourg (small)
Corner Brook
Collingwood
Dawson Creek

1960—CONTINUED
Don Mills (small)
Downsview
Dundas
Edmonton
Fort William
Fort Francis
Fort Erie
Flin Flon
Fredericton
Galt
Glace Bay
Guelph
Georgetown
Halifax
Kelowna
Kenora (small)
Kentville
Kamloops
Kirkland
Lethbridge
Leamington
Lindsay (small)
Medicine Hat
Midland
Moose Jaw
Nanaimo
New Glasgow
New Westminster
Niagara Falls (small)
North Battleford
North Bay
Oakville
Orillia
Ottawa
Owen Sound (small)
Pembroke
Penticton
Portage La Prairie
Peterborough
Port Alberni

1960—CONTINUED
Port Arthur
Port Credit
Port Colborne
Port Hope
Preston
Prince Albert
Prince George
Prince Rupert
Red Deer
Regina
Renfrew (small)
Rexdale
Richmond Hill
St. Johns
Sault Ste. Marie
St. Catharines
St. Thomas (small)
Sarnia
Saskatoon
Simcoe
Stratford
Swift Current
Sydney
Trail
Trenton
Thorold
Timmins
Truro
Vernon
Victoria
Wallaceburg
Welland
Weston
White Rock
Windsor
Woodstock
Whitby
Yarmouth
Yorkton

FINE EARLY CANADA



6d. on very thick, soft wove paper. Horizontal strip of three on piece. Pen-cancelled—but this stamp in multiples is extremely rare £750

1851—

3d.	orange-vermilion. S.G. 1a. Used. (Cat. £40)	£35
6d.	slate-violet. S.G. 2. Used. (Cat. £65)	£50
6d.	slate-violet. S.G. 2. Used. A FINE COPY	£65
6d.	brown-purple. S.G. 3. Used. (Cat. £75)	£65

1852-57—

3d.	deep red. S.G. 7. Fine used	£22
6d.	greenish grey. S.G. 9. Used. (Cat. £100)	£90
3d.	red. S.G. 10. Fine used pair	£60
3d.	deep red. S.G. 11. Used	£25
6d.	slateviolet. S.G. 12. VERY FINE USED	£70
6d.	brownish grey. S.G. 14. Fine used. WIDE MARGINS	£80
3d.	red. S.G. 15. Fine used	£45

1855—

10d.	dull blue. S.G. 20a. Used. (Cat. £80)	£60

1857—

10d.	blue. S.G. 21. Fine used. (Cat. £90). A LOVELY STAMP	£80

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ENGLAND

From Parliament Hill

by HANS REICHE (R.S.P.C. 6397)

THE NEW STAMP SEASON has started and it seems that instead of a gradual start it is a bang. A very promising sign for the next few months. One volume of Scott Catalogues has appeared and the second is on the way. One can almost say there is no page in the catalogue without a change. Prices in part 2 have been adjusted to reflect the market more closely than ever before and from rumours heard we are certain that an equivalent large number of changes will be shown in Part 1, especially in countries such as the U.S.A., Canada, Newfoundland, Brazil and others. Auction catalogues are pouring in again from all over the world and we notice a number of very interesting collections up for sale. Club activities have started all over the country and with the newly organized sales department of our Society, everyone will enjoy the new circuit books. Even the Post Office Department has a few surprises for us at the start of the season. The Assembly stamp is sold out. New plates No. 18 and 19 are out for the 5 cents printed from 600 subject plates. Plate 3 of the 20 cents is nearing its end and so are the stocks of the Golden Anniversary of Flight in Canada, the Royal Visit and the Dollard Des Ormeaux stamp.

The new aerogramme form which was issued on 4th July is a popular philatelic stationary item. Its attractive design shows a plane of the CL-44 cargo type, built in Montreal. The aerogramme was designed by W. J. Taylor of Montreal who is a member of the well known Westmount Stamp Club and other societies. Used aerogrammes are still scarce and First Day Covers are becoming a good philatelic item.

There are other new stationary items. A new design for postcards, and postal bands has been made and the following items have been issued: Post Cards 2c in ivory, 2c in buff and a 2c reply card. A 4c postal card in buff, a 1c post band, a 2c post band plain and the same precancelled. So far no changes have been made in the envelopes but it is expected that this will be done later. All envelopes which are available are of the 1953 design and only one in the 2c value shows the 1954 die. The new stationary is printed by the British American Bank Note Co.

A list of the various types of postage stamp panes now manufactured since the plate blocks were discontinued has been printed by the Post Office Department. The list shows six different combinations which are possible.

A pamphlet, Canada's Postage Stamps —Their Design and Manufacture, has been issued by the Post Office. This attractive writeup explains what subjects are being used for design of Canadian stamps and what governs their choice. There are five different guides for the selection of subjects and a general comment dealing with the interval of issuing a stamp for the same event. The rest of the pamplet tells the story of the printing process starting from making the die, plates, proofs and the rolls. Of interest is the note that each printing plate is supposed to produce about 30 to 60 million stamps, depending on the quality of the steel used for the plates. If this is true then all the recent commemorative plates must have been of a poor quality of the steel used for the plates. of up to 50 million stamps.

The little booklet on the War Tax Study which was prepared by the RA Stamp Club Study Group in Ottawa under my chairmanship has been awarded a certificate by the Exhibits Committee of the London International Stamp Exhibition 1960 for a valuable contribution to the philatelic literature during the past decade. This indeed is a great honour and certainly

(Continued on Page 272)

AN OUTSTANDING SALE

DECEMBER 12, 13

THE "MILTON A. HOLMES" COLLECTION, PART TWO

BRITISH COMMONWEALTH

Formed by the late Milton A. Holmes of New Jersey and offered by order of Ben A. Matthews, Esq. of of New York City.

Fine quality, particularly in the difficult 19th Century issues.

Typical rarities include Mauritius 1848 Post Paid early impression 1p orange (#3a, $2000), Great Britain I. R. Official Edward 10sh (#025, $5,000), Newfoundland Air Post 1927 "Pinedo" 60c superb mint (#C4, $3750)

Many other rare and valuable items, complete sets, balances of countries, etc., etc.

Write for the accurately described, fully illustrated catalogue, gratis.

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came completely unexpected. It indicates that information often hidden in a collection should be brought into the open and published for the benefit of all collectors.

A reprint and edition of the Canadian Postal Guide will be out soon again. The 1959 edition has been sold out for some time and this valuable book is a good guide in locating post offices in Canada. Anyone collecting cancellations should own this book.

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Highest cash prices paid for collections, singles and accumulations, especially Canada and Newfoundland. If you are selling, write us for best offer. Try our approvals — Largest Stock — State countries desired.

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(COMMUNIST)



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The HOLLOW TREE

by ED. RICHARDSON (R.P.S.C. 6991)

303 PIN OAK DR., LA MARQUE, TEXAS, U.S.A.

No. 493—ANOTHER EXPRESS LABEL BRITISH AND AMERICAN EXPRESS COMPANY

In packet No. 439 we listed a number of Canadian express labels which were additions to those listed in Jarrett's 1929 handbook. This month we report still another. A large label, 95 x 55 mm. printed in black on glazed orange surface colored paper. My particular copy reads, in six lines "Forwarded by the / British and American / EXPRESS / Company / from / Peterboro". On the left is a British ensign flying from a flag pole, and at the right similarly is a "24 star" U.S. Flag.

No doubt there were others of similar design, used from other Canadian towns. Who can report?

No. 494—ANOTHER POSTAL BAND PADPOST

Back in packet No. 445 we reported the first Canadian Postal Band we had ever seen with illustrated advertising. We can now report a second. This one was issued in connection with the 50th Anniversary Celebration of Sydney, N.S.

The Sydney PADPOST is printed in green on the 1c green Medallion issue of 1932, Holmes No. 1225b, on greenish-gray kraft, measuring 4¾ x 10¾ in.

This particular PADPOST should find favor with not only those who made a specialty of this interesting and attractive branch of postal stationery, but also should appeal to the collector of Fair and Exhibition covers.

No. 495—ASSOCIATED SOCIETIES SAVINGS BANK STAMPS OF HAMILTON

At the Exhibition and Convention of the RPSC held in Kitchener last spring we were most fortunate in obtaining in the bourse a "Savings Card" used by this Association.

We reported on the stamps used by this group in packet No. 454. There were a number of these savings stamps stuck down on the card, which were made to hold 18 stamps. When cancelled they were stuck with a large handstamp covering a horizontal row of six. This handstamp had a frame and "CANCEL", so arranged as to have one letter cancelling each stamp in the row. This explains the large letters found on each of these stamps.

The card is dated on the back,—"Sept. 1893",—this being the first clue as to their date of use Thus they preceeded the first Canadian Thrift and War Savings stamps by nearly twenty-five years!

No. 496—"CANADIAN CANCELS" ROBSON LOWE

For anyone collecting the early cancels of Canada, and wishing to dress up that collection with some clear black and white, reproductions of these cancels,—this "kit" is just the ticket! The illustartions are printed on gummed paper ready for cutting out and mounting along side of one's prized items. There are four large pages of these in the set, and they illustrate some 144 different types.

Obtainable from most Canadian dealers at $1—and well worth the modest cost. Just think of the hours of labour one set will save!

No. 497—INVERTED "14 CENTS" ON $3 GREEN EXCISE

No doubt this has been reported before but we have failed to note it. However we call your attention to the existence of an inverted overprint of the "14 Cents" on the $3.00 Green Excise, Holmes' No. FEX8OE (variety). This is the black overprint, and as yet unlisted inverted in Holmes. The overprint is also quite a bit off-center. So far we have seen this only in a mint block of 4.

The Hollow Tree (Continued)

No. 498—ADDITIONAL VARIETIES ON THE SASKATCHEWAN LAWS— 1st ISSUE, 2nd PRINTING

A number of years ago we discovered and called to the attention of collectors the 75c value with the DOUBLE PRINTING. This is now listed in Holmes' catalogue.

While we cannot take credit for discovering it, we now can report that the $2.00 also exists with a DOUBLE PRINT.

Another variety, perhaps of minor importance, is the 75c "CCNTS" variety.

We also call attention to the fact that two of the stamps in this printing are listed incorrectly in the latest edition of Holmes. Our apologies!

No. SL15—25c should read **Brown** on Bright Green, instead of Black.

No. SL16—50c should read **Dark Green** on Orange-Yellow, instead of Black.

No. 499—3c MAUVE GEO. VI ENVELOPE WITH PAPERMARKER'S WATERMARK

At least six copies have been reported, including one in our own collection, of the 3c Mauve, King Geo. VI small envelope of 1950, in a variety which is indeed a major one in postal stationery. This is a variety of Holmes' No. 1103a. The papermaker's watermark is in double-lined letters, in three lines, plus seal, as follows:—

HOWARD SMITH
VICTORY BOND
(Seal)
MADE IN CANADA

In most examples of course only a portion of this watermark is apt to appear.

It would be well for all postal stationery collectors to check their collections and duplicates of this envelope, as it is quite likely that other examples will be found. All of those known so far came from the stock of C. P. Arnold, a dealer in Troy, N.Y., specializing in Canadian material. Mr. Arnold states that very likely some of his customers secured watermarked copies in the place of normal copies, as he had sold a great deal many before the watermark was discovered. Good hunting!

No. 500—McCREADY'S PHILATELIC LITERATURE HANDBOOK

In 1951 A. L. McCready, formerly publisher of **Popular Stamps**, brought out an excellent handbook "Canadian Philatelic Literature.' It is still the only reference work in this field.

Some time age we arranged for the purchase of the stock, cuts, and republishing rights, and it is our intention to eventually put out a second edition, bringing up to date the information which has come to light since 1951, and adding those magazines, booklets and handbooks published since. However this will not be done until we have completed the job of editing the new and Third Edition of McCready's "Flag Cancellation Handbook."

In the meantime we would welcome any information regarding Canadian Philatelic Literature which is not adequately covered in the existing edition.

With this installment of The Hollow Tree we have completed exactly 500 packets! It was nearly 13 years ago that packet #1 appeared in the April 1948 issue of POPULAR STAMPS.

In those 500 packets we have tried to cover a wide range of philatelic interests—from early cancels to modern day MOON's; Revenues and Tax Paids; Patriotic and Illustrated Advertising Covers as well as PADPOSTS; Bogus "Locals" and early Express Labels; Semi-Official Airmails and "Crash" covers; Plate Blocks and Plate Varieties; Precancels and Perfins; Postal Stationery, Booklets and Panes; Coil Stamps and Presentation Booklets; Officials and Hechler items; Stampless and Prestamp covers; Philatelic Literature and Maximum Cards; The Provinces. Proofs. Essays and Specimens; Counterfeits and Magnus Sheets. In fact we have tried to present something of interest for everyone, regardless of their particular specialty. We hope we have succeeded.

It will take us at least another ten years to reach packet #1000. We hope we'll be around to reach that goal, and that each of you will be with us as we "cross the finish line".

• ☆ •

BNAPS SLOGAN

The British North American Philatelic Society was complimented with a slogan cancellation marking its recent meeting at Banff, Alta. The slogan reads: 'BNA Philatelic Society Convention', Sept. 15-17, 1960.

All New... FIRST 1961 Edition



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BRITISH NORTH AMERICA

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Evolution and Types of Maltese Cross Cancellations of Great Britain

The year 1840 saw the issue of the first world's postage stamp the penny black, and its arrival necessitated some means of official cancellation.

After some extensive trials, what has generally become known as the Maltese Cross cancellation was selected and it is generally believed that this was adapted from the Tudor Rose, which was adopted as the motif for the 1960 International Stamp Exhibition at the Festival Hall, London.

The cancellations were generally issued throughout England by the Post Office prior to the issue of the first postage stamps. Several distinctive and rare types were made locally, some of the unusual types being shown here. There are a number of other types and these crosses exist in different colours: black and red being the commonest.

The varieties and colours of this cancellation make an interesting study and there is still much to be found out about the origin of some of these unusual and distinctive cancellations.

(This information was compiled by the Great Britain Philatelic Society and issued by the London International Stamp Exhibition, 1960)





TUDOR ROSE



TUDOR ROSE (Four Petals)



NORMAL MALTESE CROSS



SCOTLAND



NORWICH & PLYMOUTH



CHANNEL ISLES



LEEDS



MANCHESTER



MULLINGAR



WOTTON UNDER EDGE



YORK



KILMARNOCK



DUBLIN



BELFAST



CORK

THE LONDON LETTER

By ROBSON LOWE (R.P.S.C. 7400)

ONE of the greatest attractions in our hobby is the chance of the collector making a "find"—so I have chosen as my theme for this month some of those finds which have found their way to 50 Pall Mall in recent weeks.

In our Postal History auction on November 9th, there is a remarkable original find of envelopes and cards written by or to soldiers in the Turkish Army on active service in Syria and Palestine during 1917-18. Although we have sold many thousands of Palestine covers under the hammer, this is the first time that any of these items have been offered. Most are written in Arabic but a number are in German and it is curious to think that we might have missed this find but for a Rabelaisian postcard written by a German soldier at Nazareth to a nurse at Gaza, the subject of which was thought to appeal to my humour. Turning it over to see from whence it came, my eyes popped out and I demanded to see everything that came from the same source. There are a wide variety of war issues among the adhesives used on these cards and covers. The cancellation of Acre is spelled Acca and the covers are addressed to Maan or Homs. The two letters from Afule are to Istanbul and to Ihmir. There is only one entire from Gaza but Haifa is comparatively common, but there is more than one type of cancellation, one of which is octagonal and in both cases the word is spelled "Caiffa". The four covers from Jenin are all registered and the stamps cancelled "Djenine". Apparently there was a base hospital at Nazareth and the date stamp has the town name spelled "Nasra". A number of the other camps written to are Nablus, Aleppo, Gaza and Beerseheba who have their origin in a variety of places in Turkey and one very unusual but tatty entire from the Prisoners of War Camp at Mudros. The Syrian covers originate from Damascus, Ras-el-ain, Kazan and Aleppo. Anyone with a knowledge of Arabic will undoubtedly be able to find a great deal to interest them in the correspondence but with the wealth of material that is known from the Allenby's Army it is surprising that up to now, we have not seen anything from the side until now.

SIEGE OF MAFEKING

Boy Scouts of all ages have always been interested in these stamps particularly in the 3d. value that shows the portrait of their founder who commanded the siege, Baden-Powell. We have on one occasion seen a sheet of the 3d. but in an old collection that was sent in recently from a deceased collectors estate was a complete sheet of the 1d. value that showed a photograph of Sgt./Major Goodyear on a bicycle with the mail pouch. He is wearing the uniform of the Cadet Corps who carried the mails during the siege and the design was the work of Dr. W. A. Hayes. The 1d. stamp was used for local letters not going beyond the town proper and was made by blue-print photography. In the same collection there is on "On Active Service" cover with the embossed flap "Mafeking Club" written by Major Baillie (who was correspondent for the "Morning Post") to his father and endorsed at one corner by the Adjutant at Mochudi; this is a good example of one of the "Kaffir-grams", the letters carried out at night from the besieged town of Kaffir runners travelling north and so reached the Post Office at Bulawayo.

RARE AIRMAILS

A "find" of quite a different nature turned up in Bournemouth in the form of a blitzed collection of airmail stamps and covers. Although none of the unused stamps have gum, many of the used and the covers are no worse for their harrowing experience. The rarities come from Honduras where the 1925 "Aero Correo" overprints are practically complete and in addition to the double and inverted errors and the tête-bêche pairs, there is a piece bearing two fine used examples of the 10c., one with red and the other with the black overprint.

The flown covers include quite a few things that I have never seen before. Among the Great Britain are two unusual items in the form of faked letters from Prisoners of War made in Great Britain in 1918 and subsequently flown by balloon from France over Germany where the letters were dropped for propaganda purposes. Each letter sheet is inscribed "By balloon durch Luftballon".

Among the Italian is a 1919 Military postcard used from Tripoli to Italy stamped "Commando D'Aeronautica Della Libia" which is one of the very great rarities of the period. There are half a dozen covers from the 1926 'Amundsen-Ellsworth-Nobile" North Polar Flight in the Norge with the special vignettes, some of the covers having been signed by Marshal Arduino.

Unfortunately we haven't got a Japanese interpreter on the staff, but there is a rather lovely card dated 7 March 1911 showing the photograph of a medieval



AT THE LONDON INTERNATIONAL

Left to right: Dr. Geldert, President of the RPSC, Miss Phyllis Butchart, the petite Secretary of the Royal Philatelic Society, London, Edwin Mayer, Past President of the Postal History Society of America and Gwen Brooks, Secretary of the Royal's (London) Expert Committee.

LONDON LETTER—(Continued)

Japanese airship (it looks medieval in comparison with the later Zeppelins) and another used on the 20th July in the same year which shows a bi-plane and has been signed by the pilot "J. C. Mars".

One could write a hundred stories about the covers in this collection which for some reason have taken on an extra glamour in my eyes. The souvenirs of the pioneer airmen, so nearly destroyed by their successors in 1941, have now become period stuff.

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Many members neglect to advise the secretary of changes in their address. In the past this information has either been sent to the Editor or various other officers of the Society, which at times causes delay and confusion.

All such should be forwarded without delay only to the Secretary, Box , 3144 Station C, Ottawa, who in turn will funnel all such to the proper channels.

This is the only manner in which the Society's records can be kept accurate and up to date, because only one man is then responsible for mistakes or omissions.

If our members will cooperate, it will save many hours of time hunting for information to maintain our records. Please do your part.

Complaints being received over Chapters not receiving the sales Books. Such is due to the fact they have not replied to Mr. Gauthier's letter of August 12th, sent to secretaries of all our Chapters.

With the Auctions . . .

'Jarrett' BNA—(Continued)

The first fall sale held by J. N. Sissons, Toronto, brought good mail and floor bidding. Jubilees and Admiral issues indicated a strong market demand. A mint block of 50c black, Admirals, wet printing, Plate 2, realized $120. A block of six 5c blue Admiral War Tax (unlisted by Scott), brought $120. A copy of the Inverted Seaway sold for $1,400, off from $1,650 price realized in May.

The November sale offers the balance of Jarrett's late 19th and early 20th century material. Also included is a fine plate block collection of Royal Visits and War Issues, from the Rankin Etsate. An extra Jarrett sale has been announced for January, which will cover his collection of 2 and 4 ring numerals on 1859 and 1868 issues.

● ☆ ●

'Milton A. Holmes' Commonwealth

Two sessions, December 12th and 13th, are programmed for British Commonweatlh collection of Milton A. Holmes, to be sold by H. R. Harmer, Inc., New York. Featuring fine quality, particularly in the difficult 19th century issues, the collection includes numerous rare and valuable items.

The H. R. Harmer (N.Y.) sale of October 17-19 realizing $71,000, once again demonstrated that "Quality" created demand and high prices in many instances well over catalogue values. An 1869 U.S. 30c mint with the flag inverted brought $6,000. The famous 4c Columbian blue, error of colour realized $1,150 and the 1901 Pan-American 1c with centre inverted brought $825 while the Revenue 1871, second issue, 25c inverted centre with slight thinning sold at $1,100 and the invert $2.50 of the third issue fetched $1,650.

This auction brings the H. R. Harmer Inc. total for its first three auctions of the season to $183,961.25.

● ☆ ●

In 1949, Canada issued a set of five Consular Fee Stamps in an attractive design, featuring the Maple Leaf. These are listed in Holmes' BNA Catalogue as number FCF1 to 5, and all denominations are extremely scarce, especially in used condition, cancelled with the large double-circle Consulate Seal.



'Henry' U.S. Collection

The T. Charlton Henry collection of 'quality plus' US Special Printings and Re-Issues of 1875-83 will be sold by Harmer, Rooke & Co., New York, in November. A spectacular used 1c 1851, type I, possibly the finest in existence is also being sold. The stamp Scott No. 5 lists at $1,250 used, and is illustrated here. The type I variety occurs on the seventh stamp of the right pane of Plate 1. Specialists describe the position as 7R1. It is the only one of the 1c 1851 issue that shows all details of the design appearing on the die proof and is the scarcest of the issue. The late Stanley B. Ashbrook wrote that over a period of 20 years he only saw 36 copies of the stamp.

Earhart Overprint Sold

A copy of Mexico's 20 centavos air mail stamp overprinted in violet 'Amelia Earhart' sold for the equivalent of $1,400 in a recent Harmer, Rooke & Co. sale in London.

In November an important specialized Airpost collection is to be sold, followed by Latin American and Wholesale Material (over 1,100 lots), and later, a Commonwealth collection with specialized Falkland Islands.

recent issues of topical interest























REBUILDING THE RPSC LIBRARY

We are pleased to announce that at a recent meeting of the Board of Directors, it was decided to establish a new library to replace the one so tragically lost by fire. Mr. A. H. Hinrichs, 461 Briar Hill Avenue, Toronto 12, Canada, has been appointed to lay the foundation of the new library, using in part the proceeds of the Society's insurance on the old library. It was felt that the library should be general in nature, but with the emphasis on Canadian material.

Any comments or suggestions will be gratefully received by Mr. Hinrichs. When the library contains sufficient material to justify the appointment of a Librarian, members will be notified.

The Society has received several generous donations of material, for which we are most grateful. Further contributions would be most welcome ,and members are asked to send such material to the President, Dr. G. M. Geldert, 516 Kenwood Ave., Ottawa 3, Canada, pending appointment of a Librarian.

Please do not include auction catalogues or magazines without first enquiring re same.

• ☆ •

CHAPTER REPS. TO THE RPSC.

Want an enthusiastic RPSC'er in every chapter to act as Liaison officer between the local Club and the RPSC. Choose carefully and advise the President without delay.

All affiliated clubs are requested to advise the Secretary, Box 3144, Station C, Ottawa, of any changes in officers, also the latest list of their members with full address of the latter. Its worse "than pulling hen's teeth" to obtain this information from most of our clubs.

• ☆ •

A NEW IDEA FOR THE CONVENTION

Many comments have been received that there is not enough attention given at annual conventions to the Social aspect and the mingling of our members. It has also been suggested that an Exhibition might be held on alternate years and the Intervening ones given up to Social get-togethers, Study groups, the odd paper and perhaps a Bourse or a Court of Honor of really only choice material. Such social get-togethers to be held in spots like Niagara Falls, North Hatley, Que. (a delightful summer spot) or at locations which have something to offer the "Visiting Firemen".

The Directors will appreciate comments from our members on such a departure from our general routine. Drop the president a line with comments you care to make on the foregoing suggestion. Let us have your opinion.

• ☆ •

THE CHAPTER PROBLEM

Eric Rushton has resigned his position as Co-ordinator of Chapters and Chapter work will in future be handled by Director James Law, 70 Frank St., Tillsonburg, Ontario. All communications from chapters are to be send Jim till further notice together with any interesting bits of news concerning their activities which may be of value to other clubs in programming, etc. Jim would like the name of the most enthusiastic RPSC member in each chapter who would act as liason officer between the respective clubs and the RPSC. Please note—This doesn't mean just a nice Guy who is only interested in "donning a Dinner Jacket to grace the occasion", but rather a hard worker who will labour for our mutual benefit. Choose carefully but wisely. Then we'll all get some place. Eric will continue doing his good public relations job.

• ☆ •



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So will you please, when you change your address (or if your Journal is not reaching you or is wrongly addressed now) PLEASE put in your 2¢ worth and notify the Secretary. That'll be a big help!

YOUR Sales Department

WHEN I TOOK over the Sales Dept., it was with the intention of making it as good and as reliable as it possibly could be.

I have enough sense to realize that without the co-operation of each and every person receiving books direct from the Sales Dept., without the consideration of the club presidents and secretaries, and the help of those in charge of the Circuit books in the various societies from Nova Scotia to Vancouver Island, all my efforts would have been so much time wasted.

Today, after a little more than a month in operation, the Circuit is progressing from day to day. Some clubs have not yet written in, probably the weather has been too good to think of stamps; but judging by the mail that has come in during the last week, the cool days of autumn are bringing out stockbooks and albums.

To the clubs who since the 8th of September have been receiving books regularly, I owe a deep vote of thanks for the promptness shown in returning the books. There are a few that lag behind, there may be excuses but I can't find any for a club to keep books for a month, especially since the books are sent to arrive from three days to a week before the meetings. As to persons getting books direct, I have so far only one or two bad cases, the others have been wonderful.

The policy of the Sales Dept. will be to give as good a service as it receives. To those who fail to return books within a reasoanble time, my only comment is: "Don't tempt me".

With about half the books in stock compared to last year, it means that the books have to be returned as quickly as possible.

And here I go again, to have an efficient and enjoyable circuit, I must have **more books** for the Circulation Dept., because this Sales Dept. is not simply receiving books and sending them out. There is correspondence, filing, indexing, accounting, books coming in, books going out, and for your information, this is handled by myself alone.

You must be wondering after reading all his, why am I doing all this work. Well, 1st, I am retired, so I thought, until I took this job. 2nd, I have collected stamps for more than 30 years, and I love stamps. 3rd, I like meeting people and talking with them, even when I get letters that tell me off in no uncertain terms. In this last instance, make sure that I am wrong, and don't worry I will be at times.

Will you please add the 15 cents exchange on cheques sent in payment of stamps taken from the books. We would like to be able to pay the exchange, unfortunately our personal finances are not that well off, so, be nice and add it to the total amount.

So there you are, from Sydney to Victoria, you have been more than friendly, and for all this my thanks.

HENRI GAUTHIER, Director of Sales.

CANADA

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3d. red, S.G.1, fine used	From $ 75.00
3d. red, S.G.1, fine used on cover	135.00
3d. red, S.G.1, fine used vertical pair, Pl. 2. No. 61, "3" at left and value doubled	200.00
3d. orange vermilion, S.G.1a, superb used pair	200.00
6d. slate violet, S.G.2, superb used	235.00
6d. slate violet, S.G.2, very fine used	174.00
6d. slate violet, S.G.2, used on cover, very fine	230.00
6d. brown purple, S.G. 3, very fine used, superb margins	295.00
6d. brown purple, S.G. 3, very fine used on cover	200.00
12d. black, S.G. 4, used	3,350.00

1852-7 THIN WOVE PAPER—	
3d. red, S.G.6, fine used	From $ 27.00
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3d. red, S.G.6, fine used pair	135.00
3d. deep red, S.G.7, fine used with blue postmark	80.00
3d. deep red, S.G.7, fine used vertical pair with major re-entry	100.00
3d. scarlet vermilion, S.G.7a, fine used	50.00
3d. scarlet vermilion, S.G.7a, fine used vertical pair	100.00
3d. orange vermilion on wove paper, fine used	33.00
3d. orange vermilion, vertical pair, very fine used	118.00
3d. orange vermilion, fine used pair	80.00
6d. slate violet, S.G.8, fine used	135.00
6d. slate violet, S.G.8, very fine used	240.00

MEDIUM HARD WOVE PAPER—	
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3d. red, S.G. 10, fine used pair	100.00
3d. red, S.G.10, very fine mint single	121.00
3d. rare orange vermilion shade, very fine used	100.00
3d. deep red, S.G.11, fine used, Pl. 1, No. 31 on the sheet, Reford variety	80.00
3d. deep red, S.G.11, very fine used pair	118.00
3d. deep red, S.G.11, fine used	40.00
3d. brown red, S.G.11a, fine used	50.00
3d. brown red, S.G.11a, superb used	67.00
3d. scarlet vermilion, S.G.11ab, superb used with major re-entry	95.00
6d. grey lilac, S.G.12, very fine used	200.00
6d. grey lilac, S.G.12, very fine used	215.00
6d. greenish grey, S.G. 13, very fine used	200.00
6d. greenish grey, S.G.13, very fine used with blue target cancellation	230.00
6d. greenish grey, S.G.13, very fine used with rare square blue dot cancellation	270.00
6d. greenish grey, S.G.13, superb used	254.00
6d. brownish grey, S.G.14, fine used	200.00
6d. brownish grey, S.G.14, superb used	240.00

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The Honour Roll

On which is inscribed the names of those members who have contributed to the progress of the Society in securing the addition of new members for 1960.

6796 Adams, Allan J., Port Credit, Ont.
6567 Amos, Dr. Fred, Sault Ste Marie, Ont.
6400 Anderson, Walter (3), Ottawa, Ont.
4120 Andrau, J. D., Toronto, Ont.
4454 Atkinson, F. G., Montreal, Que.
4873 Audet, A. A., Sherbrooke, Que.
6695 Averill, J. E., Toronto, Ont.
6906 Backes, J., Waterloo, Ont.
5223 Banfield, Arnold (2), Oshawa, Ont.
5478 Barna, Eugene, Leamington, Ont.
3602 Baugild, G. C. (3), Halifax, N.S.
3500 Baulch, B. L., Port Credit, Ont.
6891 Baxted, George, London, Ont.
7092 Beauchemin, Mrs. J. J., Montreal, Que.
6705 Beek, C. (2), Dauphin, Man.
3215 Bileski, K., Winnipeg, Man.
7314 Bowie, L. S., Ambler, Pa., USA.
7045 Bolton, G. C., Edmonton.
3608 Boyd, Dr. Norman (5), Windsor, Ont.
5539 Brandeis, F. L. (2), Qualicum Beach,
3764 Burley, E. F. (2), Port Credit, Ont.
6912 Carr, D. M. (3), Ingersoll, Ont.
5099 Caudwell, N. S., Toronto, Ont.
5367 Chandler, C. M. (2), Downsview, Ont.
6741 Charron, J. J. (8), Greenfield Park, Que.
4991 Christensen, E. J. (9), Edmonton.
4735 Cook, I. Donald, Toronto, Ont.
4170 Cook, J. R. (2), Arkona, Ont.
4392 Crouse, W. V., Windsor, Ont.
7076 Cunliffe, Roy A., Calgary, Alta.
6514 Dick, H. J., Kingston, Ont.
6752 Dowler, E. C., Montreal. Que.
3604 Drake, Everett N., Toronto.
6656 Dykerman, H. A., Montreal, Que.
1212 Duncan, R. J. (2), Armstrong, B.C.
6956 Elliott, T. Braden (3), Toronto, Ont.
3678 Erbach, William, Kitchener, Ont.
7047 Fawcus, E. R., Montreal, Que.
6750 Gauthier, Henri (3), Ottawa, Ont.
6199 Geldert, Dr. G. M. (48), Ottawa, Ont.
7292 Godfrey, J. E., Nobel, Ont.
3080 Greene, Vincent G., Toronto, Ont.
7276 Gyorfi, Dr. A. W. (2), Sydney, N.S.
6615 Hall, A. Ronald, Oshawa, Ont.
7219 Harris, Edmund A., Edmonton, Alta.
6779 Harrison, Horace W., Pikesville, Md
3944 Hasler, Bert, Brantford, Ont.
7272 Hendy, A. E., Qualicum Beach, B.C.
3454 Higby, J. C., Yarmouth, N.S.
6640 Hofman, Arnold G., Montreal, Que.
7148 Homsher, R. (2), Kansas City, Mo.
7390 Horne, Brian (2), Calgary, Alta.
4179 Jewett, F. C. (2), Toronto, Ont.
5310 Jones, M. O., Victoria, B.C.
3009 Kelson, Aubrey (5), Saint John, N.B.
6278 Kenworthy, R. J., Toronto, Ont.
4902 Knight, E. H., Montreal, Que.
6859 Koke, Joseph A. (2), Dauphin, Man.
4254 Kraemer, J. E., Kitchener, Ont.
5288 Lamb, R. M., Kitchener, Ont.
5491 Lamouroux, L. M. (4), Toronto, Ont.
7213 Levine, Irving, New Rochelle, N.Y.
7151 Lewrey, Norman, Ottawa, Ont.
7210 Lumsden, A. B., Fredericton, N.B.
7336 Martin, Harry, Toronto, Ont.
6330 Mason, P. W., Victoria, B.C.
7180 Merrill, George L., Toledo, Ohio.
3861 Millen, J. (2), Trail, B.C.
7139 Miller, A. F., Belleville, Ont.
6478 Milosevic, Boris, Sarnia, Ont.
3841 Moore, Paul M., Norwich, Ont.
3048 Mulholland, Charles C., Stratford, Ont.
7158 Muller, Otto, Sherbrooke, Que.
6511 MacDonald, Michael (2), Sydney, N.S.
146 McIntyre, A. W. (2), Edmonton, Alta.
6661 McKanna, A. G., Toronto, Ont.
4834 McVey, J. W., Sudbury, Ont.
7101 Patten, D. T., Carrot Creek, Alta.
6337 Pieper, Dr. Erich, St. Catharines, Ont.
6201 Ralph, R. J., Detroit, Mich., U.S.A.
6397 Reiche, Hans, Ottawa, Ont.
6991 Richardson, Ed. (3), La Marque, Texas, U.S.A.
5515 Roberts, Eric D., Toronto Ont.
5207 Rushton, Eric, Simcoe, Ont.
5781 Russell, W. H. (2), Melrose, Mass.
6862 Sadler, James, Lethbridge, Alta.
6907 Saunders, T. D., North Bay, Ont.
7267 Schapelhouman, L. S., Oshawa, Ont.
5173 Shelton, J. W., Penhold, Alta.
5173 Sillak, Carl F. (3), Medicine Hat, Alta.
3237 Sissons, J. N., Toronto, Ont.
6931 Spieler, T. D. (8), Ottawa, Ont.
7279 Stolze, Carl H., Oshawa, Ont.
7089 Stern, Walter J., Winnipeg, Man.
6041 Strong, Kent, Dorval, Que.
6216 Sutherland, Harry, Toronto, Ont.
315 Teare, W. A. (3), Victoira, B.C.
4927 Tipper, Ralph C., Toronto, Ont.
6963 Traquair, R. S. (2), Calgary, Alta.
7277 Webber, Sid., Edmonton, Alta.
3238 Wegg, George, Toronto, Ont.
6491 White Jay N., Coaticook, Que.
6296 Whitehouse, I. F., Dixville, Que.
4376 Wilkinson, Mrs. F. G. (2), Port Hope, Ont.
3367 Woodhead, Cyril (11), Toronto, Ont.
6854 Worden, George L., Dorval, Que.
6652 Yuile, J. Watson (2), Montreal, Que.

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CHAPTER MEETINGS

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T. Akitt ——Secretary —Phone—CH. 9-2763
Al Barker ——Treasurer —Phone—AV. 9-5070

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CHAPTER SIX OF THE ROYAL

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Sec.-Treas.: E. J. CHRISTENSEN,
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Juniors at 7 p.m.

Except during the summer months.

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VICTORIA HALL — WESTMOUNT

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WINDSOR STAMP CLUB

WINDSOR, ONT.

Meetings:

First and Third

Mondays, 8 p.m.

Juniors at 7 p.m.

RPSC CHAPTER 13

KITCHENER-WATERLOO PHILATELIC SOCIETY

meetings

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CHAPTER NEWS

● EDMONTON

The Edmonton Stamp Club advises us that their fall season is in full swing and at their opening meeting in September, 40 members turned up.

During October there were two meetings, the second of which was "Mountie Night". Members brought their accumulations of the 1935 10c stamp (Scott #223). They are preparing for discussion and lectures on the many varieties of this stamp.

Their club is enjoying the best year ever on record, they now have 99 paid-up members with an average attendance of 48 each meeting, not including the joint meeting of Red Deer which was also better than ever this year.

They inform us they are also looking forward to a circuit from the "Royal" however, the new circuit manager of our National Society, Mr. Gauthier, has stated that he is low on books and they have urged their members who can find time. to get busy and prepare books.

● EASTERN TOWNSHIPS
(formerly Coaticook Club)

The new season has started with a great deal of enthusiasm in the Eastern Townships. The Coaticook Stamp Club, a Chapter of the Royal Philatelic Society of Canada, has decided as many of their members come from Sherbrooke and other centres in the Townships to change the name of the club to the Eastern Townships Stamp Club. Meetings will be held not only in Coaticook and Sherbrooke but also at other places during the year. The new president of the club is the Rev. Abbe Hector Lafrance, who is the curator of the Philatelic collection of the Seminary of Sherbrooke. J. N. White of Coaticook has been named vice-president and Claud Willard of Sherbrooke secretary. Collectors in the Townships who would like to join the club and perhaps arrange meetings in their own area should get in touch with the President at 1050 Prospect Street, Sherbrooke, P.Q.

OXFORD PHILATELIC SOCIETY

The opening meeting of the season was held October 13th, at 8.00 p.m., ,at the Y.M.C.A., in Woodstock Ont. George Telfer gave an interesting talk on Australia and showed stamps and souvenirs of this country. Club president John Gruszka presided, and thanked the speaker. Two junior clubs are fostered by the Society. Any ideas or programme suggestions for junior activities would be welcomed. Write to D. Carr, 168 King St. W., Ingersoll, Ontario. CP erred in previously listing the Oxford Society as the Ingersoll chapter. It is a joint operation, Woodstock-Ingersoll, with meetings alternating every 2nd and 4th Thursday between the two communities.

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A new stamp club has been started this term at Bishop's College School at Lennoxville under the guidance of Edwin B. Pilgrim who is a Housemaster at the school and a member of the Royal Philatelic Society of Canada. There are 30 enthusiastic members and the club holds weekly meetings in the New Residence at the school. The first slate of officers consists of A. P. Christensen, president, M. Rowat, treasurer and C. K. Marchant, secretary.

☆

● HAMILTON

The Hamilton Philatelic Society are holding a Hamilton-Buffalo Stamp Reunion, November 12th, at the Wentworth Hotel, Hamilton. A Post Office exhibit will be on display, along with members' frames from both cities. An auction and dealers' bourse will be operated. Dinner and refreshments are planned — arrangements under the direction of F. P. Stokl, President of the Hamilton Chapter, 22 Organ Crescent, Hamilton.

☆

PHILATELIC SERVICE

Lists of Canadian Stamps available to collectors at face can be obtained on application to P.O. Department, Room 119, Blackburn Bldg., 85 Sparks Street, Ottawa. Open 8.40 a.m. to 5.00 p.m. Closed Saturdays, Sundays and Holidays.

The Secretary's Page

The applicants listed below have applied for membership in the Society. In accordance with the Constitution, their names are hereby published. If no adverse reports are received within thirty days of publication, they will be admitted to full membership.

7454 MacIver Jr., Richard G., 1971 Graefield Ave., Birmingham, Mich., U.S.A.
7455 Drabik, Marian, ul Jagiellonska Nr 12/5, Szczecin, Poland.
7456 Weldon, Gordon K., 1432 Lincoln Avenue, Winnipeg 3, Manitoba.
7457 Belcher, Taylor G., 44 Kensington Ave., Kingston, Ont.
7458 Boeltjes, John, P.O. Box 762, Ajax, Ont.
7459 Grace, John Paul, 194 McDonnel Street, Peterborough, Ont.
7460 Murray, Victor F., P.O. Box 53, Papatoetoe, Auckland, New Zealand.
7461 Hein, L. J., 153 - 11th Street, N.E., Medicine Hat, Alberta.
7462 Hall, G., Russell, Ont.
7463 Climo, Donald B., 75 Avenue Road, Ottawa, Ont.
7464 Mehta, Dhirubhai, 29 Marine Lines, Bombay 2, India.
7465 Murdock, Mrs. Elizabeth A., Fort Macleod, Alberta.
7466 Yanse R., R.R. 2, Val-des-Bois, Que.
7467 Reid, Dr. A. N., 3311 Richmond Road, Victoria, B.C.
7468 Robinson, J. V., 780 Borebank, Winnipeg 9, Man.
7469 Stott, T. A., 499 Highcroft Ave., Ottawa 3, Ont.
7470 Bedford, J. Allen, Box 253, Harrow, Ont.
7471 Schnier, George A., 1425 E. Herring Ave. West Covina, California, U.S.A.
7472 Trussig, Dr. Andrew, 7295 Overbes Ave. No. 8, Montreal 1, Que.
7473 Argenti, Nicholas, 88 St. James Street, London, S.W. 1, England.
7474 Hollington, G. Fred, R.R. 3, Brockville, Ont.
7475 Stone, William S., 140 Queen St., Belleville, Ont.
7476 Dawson, Harold R., c/o Nestle (Canada Ltd.) 27 Carlton St., Toronto, Ont.
7477 Morrow, J. C., 55 Quinn St., Halifax, N.S.

REINSTATEMENTS

7196 Orpin, Mrs. Mary A., 433 West 34th St., New York 1, N.Y., U.S.A.

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7408 Acutt, Mrs. John, Box 265, Melville, Sask.
4956 Boyd, W. M., 226 Sydney St., Cornwall, Ont.
6205 Hood, E. J., 12 Douglas Rd., Southborne, Bournemouth, England.
7196 Orpin, Mrs. Mary A., 433 West 34th St., New York 1, N.Y., U.S.A.

DECEASED

Scott, W. J., Toronto, Ont.

CHANGES OF ADDRESS

Barlow, Miss Annie, 120 Kenwood Ave., Toronto 10, Ont.
Brakefield-Moore, E., Chief Supt., R.C.M. Police, St. Johns, Nfld.
Bernhardt, L. M, 110 Eccels St. North, Barrie, Ont.
Calvert, Dr. J. L., 371 Reid St., Peterborough, Ont.
Church, R. D. S., 860 Bay St., Bathurst, N.B.
Goodwin, Mrs. D. T., 15204 - 81 Ave., Edmonton, Alta.
Fraser, Miss Kathleen, R.R. 2, South March, Ont.
Haley, P. G, 445 Bright St., Sarnia, Ont.
Hammerschmidt, George, 155 Hanna St. East, Windsor, Ont.
Johnston, J. J., c/o Chapples Ltd., Beardmore, Ont.
Moller, Henry E., Box 377, Comox. B.C.
Moore, James H., R.R. 6, Brantford, Ont.
Muir, A. B., 6191 Cote St. Luc Road, Apt. 404, Hampstead, Que.
McLure, Cpl. Gordon (37941) 2 Fighter Wing, RCAF, CAPO 5052 Canadian Armed Force, Europe.
Otten, A. G., 23 Craigton Ave., Scarborough, Ont.
Robertson, Lt.-Col. G. B., 15 Ridgewood Drive, Halifax, N.S.
Robertson, K. M., Box 904, Victoria, B.C.
Rothschild, Brig. R. P., Canadian Joint Staff, CAPO 5051, Canadian Forces, United Kingdom.
Traquair, R. S., Box 855, Calgary, Alta.
Young, John H. M., 225 Howland Ave., Toronto 4, Ont.

CHAPTER CHANGES

Chapter No. 19—South Shore Stamp Club—St. Lambert, Que.
President—J. M. A. Lamarre, 122 Victoria, Longueuil, Que.
Secretary—G. P. Parent, P.O. Box 142, Richelieu, Que.

Chapter No. 39—Coaticook Stamp Club name changed to Eastern Townships Stamp Club.
President—Abbe Hector Lafrance, Sherbrooke, Que.
Vice-President—Jay N. White, Coaticook, Que.
Sec.-Treasurer—C. Willard, 553 Montreal St., Sherbrooke, Que.

Chapter No. 41—R.A. Stamp Club, Ottawa, Ont.
President—John Urquhart, 401 Athlone Ave. Ottawa, Ont.
Secretary—Mrs. M. R. Livingstone, 1 Dubhe Drive, Ottawa, Ont.

Chapter No. 33, Lakehead Stamp Club was inadvertently omitted from the list of Chapters in the September issue of the Year Book.
President: J. Hughes, 138 N. High St., Port Arthur, Ont.
Secretary-Treasurer: J. E. Brady, 636 Minto Place, Fort William, Ont.

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Nestlé's Orange Chocolate
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