VOLUME XVI NUMBER 2
MARCH - APRIL, 1965
WHOLE NUMBER 87

The CANADIAN PHILATELIST

SEE IT IN HALIFAX!



BLUENOSE II

Journal of the
ROYAL PHILATELIC SOCIETY of CANADA

DID YOU KNOW?

March 1, 1965

Dear Friends:—

During my travels and when meeting stamp collectors and dealers, I'm often asked questions about Empire Stamp Corporation Limited (hereafter referred to as Empire.) I'm really quite surprised that more people do not know more about us and with this thought in mind I'll try here to answer some questions and to make us better acquainted.

DID YOU KNOW? "The Corporation"

1. That Empire has been in business 59 years.
2. That Empire owns and manages the Marks Stamp Company
3. That Marks have been in business **74 years.**
4. That Empire owns and has managed the Gray Stamp Company for 55 years.
5. That Empire owns the property at 1150-1152 Yonge Street.
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8. That Empire was incorporated in 1953 with paid up capital at $2,000,000.
9. That Empire has its own printing department with two automatic presses, power cutter, stitcher and folder, etc.
10. That Empire has published the Philatopic Magazine since 1938 and it now has a circulation of 13,000.

DID YOU KNOW? "The Staff"

1. That Empire was founded by my father, Mr. Harry Martin, Sr. who is our President and well known Toronto businessman.
2. That Douglas Martin, my younger brother, is the Corporation Treasurer and is in charge of our order department.
3. That Mrs. Lena Barnes is the Corporation Secretary and my father's assistant.
4. That there are 52 other employees at Empire.
5. That we have 5 stamp experts ready to help and serve you.
   Mr. Brown, Mr. Metanomski, Mr. Paeraid, Doug and myself.
6. That Mrs. Joan Lewis is my secretary, well known and popular to all who visit my office.

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(Telephone WA. 1-8967)

The CANADIAN PHILATELIST

Editor:
LOUIS M. LAMOUROUX, F.R.P.S.C.
222 Lawrence Avenue West
Toronto 12, Canada

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President:
DR. G. M. GELDERT, F.R.P.S.C. F.R.P.S.L.
516 Kenwood Avenue
Ottawa 13, Canada

Secretary:
WALTER ANDERSON
Box 3144, Station "C"
Ottawa, Canada

Treasurer:
A. G. McKANNA
248 Markland Drive
Etobicoke, Canada

Director of Sales:
HENRI GAUTHIER
89 Genest Street
Ottawa 7, Canada

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Opinions expressed in the various articles in this journal are those of the writers, and not necessarily endorsed by the Society.

The Editor Speaks Out . . .

Of interest to all topical collectors is the fact that two recent issues of stamps purporting to commemorate the recent Tokyo Olympic Games, are just a racket, nothing more or less!

The first ones are Chilean stamps bearing the inscriptions "Para Que Chile competa en Tokyo" or "Homenache a los sportistas Chileans" (sic). The Chilean Post Office Department states categorically that these inscriptions were neither issued nor authorized by them.

While our knowledge of Spanish is not too profound (although we read the language quite comfortably), we venture to say that the words "Homenache", "sportistas" and Chileans" should have been "Homenaje", "deportistas" and "Chilenos" respectively.

The second ones are Europa stamps of the German Federal Republic perforated "Tokyo 1964". Here again these are not authorized by the German Postal Administration. They state that in any case, the perforation of stamps after being sold, is strictly forbidden.

It seems to us that this kind of racket is getting somewhat out of hand and that it is time that something was done about it. We are quite sure that if some disreputable firm of food processors were to sell some fake cheese or jam, the government of any country would step in pretty heavily. It is time that some governments stepped in just as heavily against these impudent rackets in the stamp world.

☆ ☆ ☆

We can not help quoting verbatim a rather intriguing paragraph from the Post Office release concerning the Philatelic Agency, which appears on another page. We quote: "The basic reason for the upsurge is that postage stamps are now being regarded more and more as an investment and more people are buying them in quantity with a view to reselling them later at a profit. The practice, it was noted, was perfectly legal".

Well, that really is a bold statement. Just what sort of profit do people expect to make? We note that the two Flower stamps recently issued, were issued to the tune of 27 millions each, which, it would seem to our calculating mind, somewhat precludes the possibility of any worthwhile profit in the lifetime of most people living, unless we get a run on them such as occurred recently in the coin business!

Just to give an example, it is pretty well accepted that many "investors" bought the Bell stamp in scores of sheets, the Grand River Valley being especially noted for such massive purchases. Just what are mint Bells worth to-day? Sure, they are certainly good for 4 cents postage, but little more if anything! Another example, the $1.00 Admiral was issued in 1923 and 2,600,000 copies were sold, a very small printing of any stamp for Canada. This stamp has only begun to go up of recent years and even to-day is only catalogued at $5.50, which means that a fine copy can probably be purchased at $3.00 or so, surely a very poor investment. Just work out 5% compound interest on $1 for 41 years and see what it amounts to!

But the real punch line of the above paragraph is the last one, "The practice, it was noted, was perfectly legal"!!

Really, there must be some pretty naive people in the P.O. Dept!

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Tristan da Cunha is issuing a new set of stamps, featuring ships which have called at the Island in the course of its History, a fine gallery of notable ships, from Tristao da Cunha's ship of the XVth century to the modern M.V. Borrholm. Among them is the ship **Shenandoah**, one of the finest clipper ships ever to sail the Seven Seas.



Seeing this fine ship on one of Tristan da Cunha's stamp brought back to our memory very vividly an event of our boyhood.

At the time, when we must have been about eleven or twelve years old, we were at school at Dieppe and on one of our holiday trips home via Newhaven, we passed in mid-Channel the four-masted barque PETIT QUEVILLY, outward bound, under full sail. It was a magnificent sight and one which we have never forgotten.

There can not be to-day many of our readers who have enjoyed such a sight!

☆ ☆ ☆

MOST of our members will, at some time or other, have heard the story of some of our neighbours to the south turning up in July with skis strapped to the tops of their cars, but we have had sent to us by one of our Montreal members, a really priceless advertisement which appeared in Linn's recently. This was from a stamp dealer in Ohio, reading as follows:

"CANADA QUALITY MIX - SHIPPED as received from the Wild Natives of Canada's dense interior . .".

Now, you wild natives, don't you come along to Toronto when you want to tell us off and try to scalp us . . . Just bring along the pipe of peace! And for heaven's sake, don't forget to send some wampun to the Treasurer for your dues for 1965, if still unpaid, or else he will go on the warpath and scalp some of you wild ones!

☆ ☆ ☆

With reference to the contest for designs for the Confederation stamps announced by the London Philatelic Society, we received, just in time to write these few lines, a release from the U.S. Post Office Department Information Service to the effect that a new stamp to be issued on April 9th to commemorate Appomatox.

The remarkable thing about this stamp is that it is from an **unsolicited** design sent in by a free lance artist, Leonard Fellman, of Edina, Minn.

The P.O.D. release also states "It is a rarity for unsolicited designs to be accepted for postage stamps".

We regret that time prevents us from including a cut of this stamp, but look out for it in the next issue.

Exhibition for the Centenary Of Stanley Gibbons' Catalogue

It is interesting to note that two of our best known members, Vinnie Green and Gerry Wellburn, are exhibiting at this show, which was being held in London on the 17-20 February.

Among the material shown by these two well known philatelists is the following:

Three Twelvepence Blacks—one used on cover.

United States stamps used in Canada —two of the finest examples known, as illustrated in Boggs handbook.

Combination cover with 3d. Beaver and 3c. U.S. stamps, also shown in Boggs.

Beavers—many exciting items including a block of four, one of the two known in thin wove paper (mint), and a block of six, medium wove paper with stitch watermark, ex.—the Lathrop Pack Collection. There is also one of the three known covers with a 6d. on thick soft wove paper, bisected and used for the 3d. rate.

A thrilling cover, bearing a 10d. blue, addressed to Queen Victoria at Windsor Castle.

Communications of the Commonwealth

It is a pity that the United Kingdom, which has one of the oldest and most diversified communications systems of the Commonwealth, has made scant reference to it through the medium of postage stamps. A glance at a postal circulation map of Britain in 1890, for exmple, would show that at that time letters were carried by postmen on foot, on bicycle, on horseback; mail was transmitted by coach, by tram car, by railway and even by canal barge; steamboats connected England with Ireland and the Continent and sailing ships plied between the mainland of Scotland and its offshore islands. Though officially illegal since 1850 dogs were still in use to draw mall mailcarts in Surrey and Hampshire as late as 1900 while a peep into the mechanization of the future was provided by the experimental pneumatic post installed at the Penny Post Jubilee Exhibition at South Kensington. Yet only the mounted post-boy of 1660 has been depiced on a British stamp, the 3d. of the 1960 series commemorating the tercentenary of the General Letter Office.



Other countries of the Commonwealth, however, have issued a number of stamps featuring the wide range of methods used to maintain communications. The simplest and oldest means of transmitting mail was by foot post, dating from the imperial messengers of King Darius and the Roman **nuntii**. Even today, in spite of automation and mechanization, every letter at some stage or another is carried by a foot postman. The Mogul emperors had a system of runners spanning their empire at the beginning of the sixteenth century and today the **dâk** runner is still an important feature of Indian postal organization, being depicted appropriately on the 2 annas stamp of 1937. One of the three stamps issued by New Zealand in 1955 to celebrate the centenary of the first postage stamps, showed a Maori mail carrier in colourful native dress. The Maoris were hired to carry the mail in the 1840s but were found at that time to be unreliable and their employment discontinued. By 1851, however, there occurs, in a post office return from Auckland, the name of one Ngamapu as Village Letter Carrier at the princely sum of £1 a week. By 1855 the Maoris were extolled as responsible and sober messengers whose only drawback was their steadfast refusal to work on Sundays. In that year their load was reduced from 75 to 28 pounds, as can be seen by the small satchel carried by the runner depicted on the stamp.

Native runners were used to carry mail over long distances in Africa. The British Inland Mail which functioned in Madagascar from 1884 till 1895 ,employed Malagasy runners such as the two featured on the stamps issued in 1895. One of them is shown carrying two boxes suspended from a bamboo pole while the other holds a spear and an unbrella. The words BRITISH MAIL can be discerned engraved on the boxes. Two native bearers were depicted on one of the stamps issued by Rodesia in 1955 to commemorate the centenary of Livingstone's discovery of the Victoria Falls. In connection with African letter carriers Mr. Frank V. Worthington, of the British South Africa Company, had a charming anecdote concerning two Portuguese native policemen whom he intercepted in Northern Rhodesia some 60 years ago. They bore letters in cleft sticks which they claimed they were delivering from Angola to Mozambique, a distance of 1,800 miles across the continent. As it would have been cheaper to communicate by sea rather than overland, Worthington's suspicions were roused. When he examined the envelopes he found they

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ENGLAND

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were empty and had only some meaningless scrawls in blue pencil by way of an address. When the policemen were interrogated they confessed that they had been drafted from Mozambique to Angola against their will and had deserted. Such was the natives' respect for the white man's letter that the mere possession of envelopes guaranteed the deserters hopitality and immunity from attack on their long journey home.

Next to foot posts, in chronological order, come horse posts, the oldest depicted on a Commonwealth stamp being the post-boy of 1660 already referred to. Australia's stamp commemorating the 75th anniversary of the Universal Postal Union in 1949 featured a mounted postman in the outback with, by contrast, an aircraft of QUANTAS overhead.

A more modern version of the horse postman is the mail cyclist and there are several examples to be found on stamps from the Commonwealth. During the Australian gold boom of 1893-6, communications between Coolgardie and Southern Cross in Western Australia were maintained by bicycle and special stamps, depicting a bicycle, were issued for use on mail carried between the two towns. A similar service operated between Coolgardie and Lake Lefroy in April-June 1897 and issued its own distinctive stamps. During the siege of Mafeking in 1900 two stamps were locally produced. One depicted Major Robert Baden-Powell while the other featured Cadet Sgt.-Major Warner Good-



year mounted on a bicycle. Baden-Powell organized a corps of boys whose duties included the carriage of mail and despatches from one part of the beleaguered town to the other. India's postal centenary of 1954 depicts various methods of mail transportation, including the bicycle.

A variety of animals has been used to draw mail vehicles. India's 3 annas stamp of 1937 depicted a dâk tonga, a small gig drawn by two ponies. Bullocks are also used for this purpose in India and bullock mail carts have been featured on two stamps. A mule cart is

shown on one of Jamaica's postal centenary stamps issued in 1960. In British Columbia a century ago caribou were used to haul mail carts and lent their name to the picturesque Barnard's Cariboo Express Company which issued its own postage stamps in the 1860s.



As well as the dog teams of southern England, dogs are still extensively used in northern Canada. Before the war attractive cachets were used to embellish mail transported by the Yukon Dog Team Post and Newfoundland's 15 cents airmail stamp of 1931 features a spirited team of huskies hauling a mail sledge across the snow.

Camels have long been used, not only in Africa and Asia, but more recently in Australia and America, as a means of transport. For a great many years, the only subject depicted on Sudanese



postage stamps was Colonel Stanton's lively reproduction of a mail carrier mounted on a racing camel. This famous design has an interesting story behind it. In 1898 Stanton was asked by Kitchener, then commanding the Anglo-Egyptian Expeditionary Force against the Mahdi, to prepare a design for a permanent series of stamps. A local sheikh posed as the "desert postman" and Stanton added optimistically the inscriptions "Khartoum" and "Berber" to the mailbags on the camel's back. These were the two largest towns in the Sudan (before the development of Omdurman) and at that time still occupied by Mahdist forces. By the time the stamps were issued, both cities had been captured so the inscriptions were justified. Thos. De La Rue and Co. Ltd., who printed the stamps, perpetuated Stanton's optimism by reproducing the inscription on the stamps and even now, after 66 years, the current 50 piastres stamp still bears the tiny legend on the saddle bags, a remarkable record of minute stamp engraving.

The most minute engraved description of all, however, appears on a Canadian Special Delivery stamp of 1927, which features aircraft, a mail train, a team of huskies and a mounted postman. In an area about one millimetre square is engraved, on the horseman's saddle bag, the inscription CANADA P.O.

Horse-drawn mail coaches can be found on several Commonwealth stamps. The 2d. denomination in Southern Rhodesia's series commemorating the golden jubilee of the British South Africa Company in 1940 depicts Fort Victoria in 1890 with the mail coach in the foreground . The gallant defence of the

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mail coach was one of the epic incidents during the Matabele Rebellion of 1896 and a few years later the "Buffalo Bill" coach was the chief attraction at an exhibition at Earls Court, London. From Australia come two stamps showing a



nineteenth-century mail coach belonging to the famous Cobb & Co., issued in 1955 in celebration of their centenary. Cobb emigrated from the United States and organized a network of mail coach routes spanning the continent of Australia and also New Zealand. Cobb's mail drivers were known colloquially as "cobbers"—a word which has passed into the Australian language. One of Canada's postal centenary stamps of 1951 features a mail coach of the period when the "Beaver" stamp was first issued.

Motor vehicles, being of more recent origin and not so picturesque as some other modes of transport, have not appeared on many Commonwealth stamps as yet. The earliest mail lorry was featured on the 8 annas denomination in India's series of 1937. Two years later New Zealand issued a 6d. stamp for Express Delivery and featured a motor car used in this service. New Zealand's Express Delivery service was discontinued in December 1941 and although it wa re-established after the war it now uses only ordinary postage stamps. A Land Rover painted bright red is shown outside the main post office of St. George's, on the 3 cents stamp in the series issued by Grenada in June 1961 to commemorate her stamp centenary. A stylized mail-van beside the globe of the world appears on one of the four stamps commemorating Nigeria's admission to the Universal Postal Union in 1961.

Although steam locomotives were in use from the 1820s they did not oust the horse-drawn coach for many years

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since, from the Post Office's viewpoint, it was cheaper to convey mail by coach than by rail. From 1891 onwards letters could be carried by train, on payment of a 2d. fee, and posted at the nearest station to the address, thereby expediting the letter. Special Railway Letter stamps were used in the United Kingdom until 1941 and most of the old railway companies issued their own distinctive stamps for this service.

From 1830, however, more and more ordinary mail was carried at some stage by rail and in 1838 the first "sorting tender" was devised to facilitate the sorting of mail while it was being conveyed. The special postmarks used by the sorting tenders, sorting carriages and later Travelling Post Offices are keenly sought after by postal historians today. Mail trains have been shown on several Indian stamps, as well as those of Nigeria and Canada.

So much for communications on land. The range of waterborne transport used to carry mail is vast, from the rowing boat of the Thames River postmen to the great R.M.S. **Queen Elizabeth.** The most unusual forms of sea mail have, unfortunately, not been depicted on postage stamps but cacheted covers exist. The remote island of St. Kilda, 110 miles west of the Scottish coast, was at one time cut off from the outside world for eight months of the year by Atlantic gales and from 1734 till their evacuation in 1930 the inhabitants were accustomed to put their letters in hollow pieces of wood sealed with pitch and attached to sheep's bladder buoys which they launched into the sea. The prevailing westerly winds and the Gulf Stream could be relied upon to bear the tiny "mailboats" to the Outer Hebrides, or occasionally to Orkney or even Norway, for onward transmission by more orthodox methods. No postal marking was applied to distinguish mail carried in this way. Since 1957, however, the Services have reoccupied St. Kilda and mail has on occasion been transmitted by Tin Can Mail and covers bear an appropriate cachet.

Much more famous is the Tin Can Mail which functioned for many years at the island of Niuafo'ou in the Tonga group. On account of treacherous reefs no ship could berth at the island and mail had to be taken from shore to ship in a biscuit tin propelled through the sea by a swimmer. The originator of the scheme, Mr. Alan Ramsay, used a distinctive cachet to mark outgoing mail, but his successor, Walt Quensell, overdid this and applied as many as thirty different cachets, in many colours and languages, to the large amount of philatelic mail transmitted in the 1930s.

Many sailing ships, used to carry mail, have been depicted on stamps. At one time whalers were the sole means of communication between such lonely places as Tonga and Tristan da Cunha and the civilized world. A graphic scene of a whaler and longboat exchanging the mails is depicted on the 2d. value of the series released by Tonga in 1961 to commemorate the 75th anniversary of her postal service. A typical New England whaler is shown on the 2d. denomination in the new definitive series of Tristan da Cunha. Two of the sloops which carry mail between the various islands of the Turks and Caicos group appeared



on stamps. The 1½d. stamp in the 1950 series showed the **Kathleen** which served as the "Caicos" Mail until she was

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wrecked during a hurricane in 1945. Small sloops of similar designs carry mail between the islands and the neighbouring republic of Haiti, and one is depicted on the 2/- denomination of the current series. More up to date is the Motor Vessel **Kirksons** which, until 1960, plied between Grand Turk and Kingston, Jamaica, with surface mails and cargoes of salt. She was featured on the 5d. value of the interim series of 1955.

Other famous sailing ships featured on the 4d. stamp issued by Australia in 1959 to mark the sesqui-centennial of the first post office. The most famous of the philatelic sailing ships was the **Lady McLeod** which carried mail between Port of Spain and San Fernando in Trinidad in the 1840s and was depicted on a 5 cents stamp, issued in April 1847, the first British Colonial stamp from the Western Hemisphere.

Stamps featuring steamships and motor vessels engaged on mail contracts



on stamps are the Cocos-Keeling schooner **Albatross**, on a Singapore stamp of 1955, and the brig **Experiment** which plied between England and Australia 150 years ago. The colonial postmaster, Isaac Nichols, was depicted boarding her

are too numerous to mention. They range from the Royal Mail Steam Packet Company's paddle steamer **Solent**, which a century ago plied between England and the West Indies, and is philatelically immortalized on recent stamps of Antigua and Grenada, to the M.V. **Tristania** which is the main link between Tristan da Cunha and Cape Town. A typical flat-bottomed, shallow-daught river boat with a stern paddle wheel was shown on the 4½ piastres airmail stamp of the Sudan in 1950. These post boats carry mail and pasengers on the Nile between

Omdurman and Khartoum.

India's 6 annas stamp of 1937 depicts the steamer **Strathnaver** of the P. & O. line which has had mail contracts between India and Britain since 1842. The largest mail and passenger liner in the South Pacific at one time was the **Awatea,** launched in 1940 and featured on the 4d. stamp in New Zealand's centennial issue of that year. She was sunk off the coast of North Africa in November 1942 during Operation "Torch".

Communications by air go back two thousand years when the Roman legions utilized the homing instincts of pigeons to send messages in and out of beleaguered cities. Indeed, if the story of Noah and the Ark is considered, the use of pigeons or doves as bearers of tidings is almost as old as time itself. The first systematic pigeon post in the Commonwealth, however, functioned in New Zealand in 1896. In that year experimental flights were made by mail-carrying pigeons between Auckland and Great Barrier Island and shortly afterwards the Great Barrier Island Pigeon Post was inaugurated. Eventually the service linked Auckland and Okupu with Great Barrier Island and Marotiri and stamps for prepaying flimsies carried by pigeons were issued in November 1898. This pigeon post continued until 1908, when the installation of a government telegraph did away with the need for it. In more recent years, pigeon posts, with specially printed "pigeongrams" have operated in India and the Channel Islands.

The only other bird to have been regularly employed to carry messages was the Frigate Bird (**Fregata aquila**) which, 70 or 80 years ago, was used for this purpose in the Ellice Islands. The islanders succeeded in taming these birds wich would return to their masters' perches when they had caught enough fish. The missionaries took advantage of this to send and receive letters screwed up into quills and attached to the birds' wings. The Frigate Bird is pictured on stamps of the Gilbert and Ellice Islands, the British Solomon Islands, Nauru and the Virgin Islands.

Balloons have been used to carry mail

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March 1965 — Last September, a gentleman who lives in a town in southeastern Maine wrote to our firm inquiring if we would be interested in a stamp collection which belonged to friends and which had a catalog value in the hundreds-of-thousands of dollars.

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Since the owners of the collection were in no immediate hurry to sell their holdings, we made arrangements for my father to view the collection during his New England buying tour several weeks later. This he did. Then all was quiet for some time.

On a cold Thursday in early January, we received a telephone call from the folks in Maine who asked if our firm would still be interested in purchasing their collection. We were, I said, and made arrangements to fly to Maine the following Wednesday.

It took only an hour and a half to consummate the purchase. In less than three hours after my arrival in Maine, I was jetting home with ten volumes of precious stamps for which our firm had paid a handsome price.

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at various times in the past century, from the pioneer flights of the American Middle West and the Siege of Paris to the Transatlantic flights of the **Hindenburg** and **R. 101**, but there seems to be only one Commonwealth stamp featuring a balloon—and that was not used as a mail carrier. This was Canada's first semi-official air vignette, issued in August 1918 for an aerial mail between Ottawa and Toronto. The mail was flown by aircraft of the Royal Air Force and in their honour the stamp depicted an exciting aerial battle with a Zeppelin bursting into flames in the foreground.

Numerous stamps have depicted heavier-than-air-machines which have carried, and still carry, mail from one end of the Commonwealth to the other. The earliest British mail flights by aeroplane were organized by Sir Walter Wyndham at Allahabad, India, in February 1911 and a large magenta postmark depicting the aircraft was applied to the letters and postcards flown across the Ganges. India issued three stamps in 1961 and featured the Humber-Sommer monoplane together with a modern Boeing 707 of Air India. Among the earliest airmail stamps are those of Newfoundland which were overprinted in 1919 for the Transatlantic flights of Hawker and Grieve and the successful crossing by Alcock and Brown. The Vickers Vimy bomber used by the latter was



featured on the 15 cents stamp of 1928 and on a splendid airmail stamp of 1931, which also showed symbolically the first Transatlantic sailing packet to carry mail from St. John's to England via New Brunswick a century earlier.

Stamps commemorating pioneer flights have been issued recently by Australia (for the jubilee of Guillaux's airmail flight between Melbourne and Sydney), Fiji (the first flying boat service of 1939) ad Rhodesia (the D. H. Hercules of 1932). Modern aircraft include the BOAC Argonaut on a Singapore stamp of 1955, the ubiquitous Dakota, on one of Grenada's postal centenary stamps of 1961, and the D. H. Heron featured on the stamps of the Gilbert and Ellice Islands marking the inauguration of the air service linking the group to Fiji. The most unusual aircraft in current use must surely be the Piaggio P-166, with its pusher airscrews mounted on the trailing edge of its wings. It is depicted on the current 2/3 stamp of Papua-New Guinea, about to land at a remote airstrip in the Goilala Highlands. A seaplane landing beside a fishing shack is shown on Newfoundland's 60 cents airmail stamp of 1933, whose subject was entitled "News from Home".

Helicopters have been used to land mail and stores from H.M.S. **Protector** to St. Helena and Tristan da Cunha when weather conditions prevent the use of boats. The helicopter on the deck of the ship can be seen on the 2/6 stamp of

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British Antarctic Territory. Helicopters have been regularly used by B.E.A. in the tansmission of mail between Peterborough and towns in East Anglia since 1948. In September 1961 a special helicopter stamp was issued by B.E.A. for mail carried on the flight between Hendon and Windsor celebrating the jubilee of the Coronation Aerial Post of 1911.

In this space age it is interesting to note that rockets were used in mail carrying experiments in Britain 30 years ago. Special stamps were produced to prepay mail flown by rockets at the Sussex Downs, Scarp in the Outer Hebrides and between the Isle of Wight and Lymington in 1934 and, used on cover, are greatly prized by collectors today.

Stamps with telecommunications as their theme should not be overlooked. The most primitive—but effective nonetheless—method of transmitting and receiving messages was by the "talking drums" used by most ethnic groups in Africa. Typical drums used for this purpose are depicted on stamps of the Gold Coast (Ghana) and Zambia, the latter showing, by contrast, a modern teleprinter. A morse key and telegraphic



equipment are shown on the two stamps issued by New Zealand in 1963 to mark the centenary of the telegraph. A prototype Marconi transmitter is shown on one of the three stamps released by the



Falkland Islands the same year, while Alexander Graham Bell, inventor of the telephone, is portrayed on a Canadian stamp of 1947. From South Africa and Rhodesia respectively come stamps featuring an army signaller and a VHF radio telephone mast.













Ascension, an important staging post for Cable and Wireless, featured on several values of the 1934 definitive series a map of the island flanked by wireless aerial masts. The Cable Office on Grand Turk is featured on the 5/- denomination in the current definitive series of the Turks and Caicos Islands. The most recent development in telecommunications, COMPAC, linking the United Kingdom to Australia and New Zealand via Canada and Fiji was commemorated by several stamps in December 1963. Those issued by the United Kingdom, Australia and New Zealand bore an allegorical design symbolizing the Commonwealth Pacific Cable, while Fiji overprinted the 1/- definitive stamp with a commemorative inscripton and a silhouette of the cable-ship **Retriever.**

(Courtesy of Stamp Collector's Annual)

REMARKABLE INCREASE IN PHILATELIC AGENCY'S TURNOVER

A press release from the Post Office Department indicates that Canada's current stamps are selling very well indeed.

The total philatelic sales for 1964 amounted to over $775,000 in 1964 as compared to $438,000 in 1963, and the total number of orders was up 87% over the previous year.

The demand for some stamps has been so great that although single copies of most recent issues are still available, "plate blocks" of some stamps are now completely sold out.

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Best Designs Of 1964

By L. E. SCOTT

Picking the ten most beautiful stamps issued during 1964 is the easiest thing in the world. I could start with that terrific stamp commemorating the 8th centenary of Notre Dame de Paris—the one showing part of the great rose-window. Then, what about the Austrian U.P.U. set; maybe the 1s.50 showing the 'Honeymoon Journey'.

Follow up with that spanking 100fr. from Upper Volta showing the Venus de Milo and then the new 500 mils Egypt definitive with a close-up of the portrait-head on Tutankhamen's coffin . . . but wait a minute! There's something wrong here.

These stamps are smashers, certainly, but they are all reproductions of established works of art. In most cases the philatelic artist has done nothing more than choose the angle. One can't call that stamp-designing.

A good stamp design must be original —it must have been created with the special needs of the medium in mind. Stamps are small (usually) and must convey certain essential information, name of the state issuing them, denomination, etc.

The clear presentation of these details should be the first consideration of the stamp designer. The most splendid stamp is of little practical use if you cannot make up your mind whether it has a face-value of threepence or three shillings.

That's why I'd flunk the beautiful French stamp illustrating the art of Limousin enamel. One has to search over the stamp before finding out that the denomination—1fr.—is almost concealed at the top right-hand corner. And it again is merely a reproduction of an existing work of art.

On the other hand Iceland's pair issued in April and showing the emblem of the Iceland Scouts is as clear as could be. The name of the country is bold, the denomination even bolder. But the stamp itself is just a copy of . . . the Icelandic Scouts emblem. Neat, attractive but hardly original.

So picking the Ten Best Designs of the Year isn't just a matter of beauty alone, especially borrowed beauty!

Then again, there's a fashion for making each stamp of a set form part of a bigger picture or design. Case in point is Austria's WIPA exhibition set of July. Eight stamps — join 'em together and you have a complete panorama of the city of Vienna. It's a good gimmick for selling more stamps to collectors, but I think I'd rather leave out such sets from my assessment.

I'm not keen on double designs either—the French stamp for the 20th anniversary of the Liberation is a case in point. One half of the stamp shows the scene outside the Paris Opera in 1944; the other half shows tanks rolling through Strasbourg. Separately they would have been just run-of-the-mill issues. Stuck together they become a kind of abortion — like a five-legged calf.

However a most successful compposite design was our own Crown Colonies Shakespeare commemorative in which a massive head and shoulders portrait of Shakespeare appeared with the Stratford Memorial Theatre in the background. But the general effect was spoiled by the usual irrelevant Royal portrait in oval. In this case it is seen soaring above the trees at the far left like some monstrous gas-balloon and ruins the whole design.

The Shakespeare stamps for Great Britain I found to be rather pettifogging in their general effect. They lacked boldness and a central point of interest. But they were gems compared with the set for the London International Geographical Congress.

Mr. Dennis Bailey's designs would,

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no doubt, have been excellent if produced as posters, say, 20 feet high. But a 20-foot poster reduced to postage stamp proportions tends to puzzle the public. I met several people who were quite unable to discover what the stamps were intended to portray, especially when adorned with even the lightest of postmarks.

The printing technique didn't help either. My first guess was that the stamps had been produced in Cuba or upon that remarkable machine owned by North Viet-Nam; you know, the one that uses five different shades of mud for printing-ink. But no, it was Harrisons as usual.

Best British set was undoubtedly that for the International Botanical Congress and the 1/3d. value would have got into this 'Ten Best' but for the usual discordant note introduced by the Royal portrait—pressed right up against the top frame in this instance.

Now before patriotic readers take up their pens and write accusing me of being a communist let me add that I thought the most successful stamp issued in these islands during 1964 was one which consisted almost exclusively of the Royal portrait.

I refer to the new 2½d. stamp for the Isle of Man which is, basically, an adaptation of the good old Penny Black. It appeared on June 8 and is an improvement on the Isle of Man 3d. (issued 1958) in that the Queen's Head is bigger and more commanding. The shield with the 'Three Legs of Man' armorial device has been removed from top left to bottom left and the '2½d.' denomination enclosed in a similar shield at bottom-right.

The general effect is simple, bold and effective; in striking contrast with the 2½d. Jersey issue in which the Queen's portrait appears to be going down for the third time in a weltering sea of Arms, Mace, Monogram, Postage and denomination. Look for yourselves!

But for me, the 2½d. Isle of Man issue was as good as we have seen from Britain for many a long day and I have pleasure in including it in my 'Ten Best'. Designer was Mr. J. H. Nicholson.

Simplicity is also the keynote of my second choice — but one would expect that, as it comes from Greece, a country which has produced some incomparable designs over the last ten years and which rarely issues a stamp against which the accusation of fussiness can be levelled.

The set of seven issued on July 20 to commemorate the centenary of the union of the Ionian Islands with Greece is a distinguished one. It combines boldness of design with good lettering and striking colours. All the stamps are fine but the one which appeals most to me is the 4dr.50 symbolising the island of Cephallonia.

I should mention that each stamp shows the emblem used by the various islands during the period of the 'Ionian State' (1800-1864) and in this instance the emblem is that of the ancient Homeric hero, Cephalus. The placing of the figure within the oblong is in classic style with a pleasing semi-archaic touch.

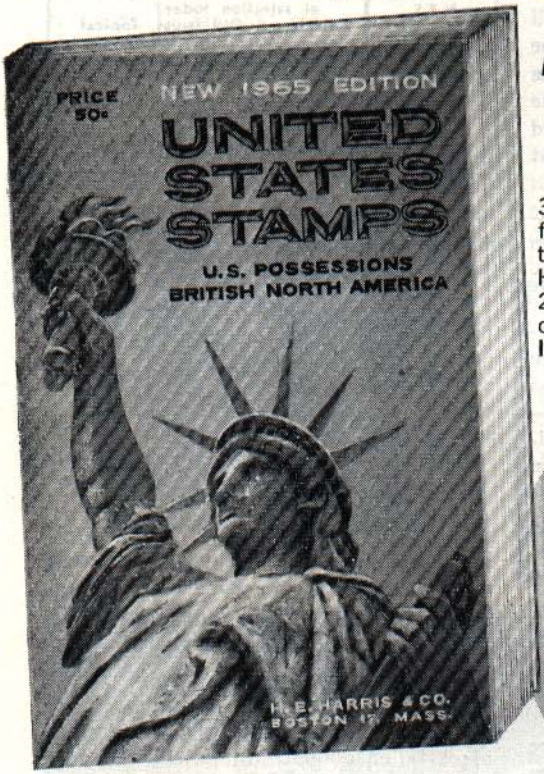






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The spear, going from bottom right to top left provides an agreeable balance to the figure, which is extended from top left to bottom right. This is yet another design by that most prolific of artists, Mr. A. Tassos, who also engraved the stamp.

A casual glance at the catalogue will show that Mr. Tassos is responsible for virtually the entire output of modern Greek stamps and now, for some of the Cyprus issues also. When the standard remains so high one must conclude that Mr. Tasso is a most remarkable artist.

Lettering and figures have a tremendous importance in good stamp design and my next choice is nearly all lettering and figures.

To commemorate the 350th anniversary of the foundation of Groningen University the Netherlands issued two stamps on June 16. The lower value—the 12c.—showed the Arms of the University while the 30c. based its design on the monogram AG and a crown.

Rarely have I seen more effective use made of such basic material. The lettering of "Academia Groningana' and 'Nederland' is intrinsically beautiful and here, at all events, no one can say that it is difficult to see from what country the stamp comes, or what is its denomination.

The monogram too, is not one of those wildly complicated, tortuous affairs which are often seen. It is straightforward and direct while, at the same time the extended upstroke of 'A' has its starting point from the dates '1614-1964' which is the object of this particular commemorative exercise.

The crown is dignified and unobtrusive and the whole stamp does great credit to the designer, Mr. W. A. Van Stak. Holland has a fine record as a stamp-designing country (many of her productions have appeared in previous 'Ten Best' articles) and this fine bit of work is worthy to take its place among the best.

The recent Polish sets featuring dogs and cats achieved, I think, a new high level in delicacy and realism. They must have sold in their thousands, but I was more attracted by the Polish set displaying waterfowl. These nine stamps, all designed by Jerzy Desselberger, appeared in June and were of a high standard.

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Of the nine the one which most appealed to me was the 50gr. showing the black-tailed godwit. Simplicity is again the keynote and the whole design is lifted out of the ordinary by the delightfully elegant lettering and figures.

The bird's figure is perfectly placed and the back-turned head with the bill pointing down towards the word 'Polska' is an attractive feature. I think this stamp speaks for itself.



It is odd how, year after year, the same countries crop up in this feature. Poland, the Netherlands, Greece . . . and now Israel.

Israel, has, undoubtedly, one of the most distinguished teams of stamp-designers in the world today and it is interesting to see that many other countries — particularly in Africa are now making use of her artists and printing presses. But 1964 produced something rather special, even for Israel.

Sports stamps, as a rule, are much of a muchness. See one set and you've seen the lot. But I must confess I was very struck with Israel's semi-impressionistic set issued during June for the 1964 Tokyo Oympic Games.

I find these stamps rather difficult to describe and I fear that they may not show up too well in reproduction. I recommend you all to view them as 'originals' and see if you agree with me that they must be one of the most distinctive and unusual designs yet produced in this particular field.

Of the four I liked the one portraying discus-throwing best, and I certainly hope our printer will do his best to bring out the subtlety of Mr. D. Reisinger's work. I remember an earlier design by Mr. Reisinger (for the Near East International Fair of 1962) but these sports stamps are far more interesting, to my mind.

Animals, too, are an ever-popular subject for stamps and each year sees a veritable philatelic zoological garden unleashed upon us. Many of these stamps are of high quality, both in point of design and production but one which appeared during the year seemed particularly outstanding.

This was Burundi's king-size 50 franc airmail depicting an elephant. Maybe this is the best elephant yet seen on stamps. The majesty, the trampling ponderousness: It's all there! I haven't been able to locate the name of the designer but full marks to him, whoever he is! And this is certainly the first time that Burundi has appeared in the 'Ten Best' series of articles.

But not the first time for Ireland. It's remarkable — taking into account the Republic's extremely conservative stamp-issuing policy—that Ireland produces so many fine designs. Two of her stamps have already appeared in my 'Ten Best' articles—one from the 1948 airmail set and the fine design for the 1954 'Marian Year'.







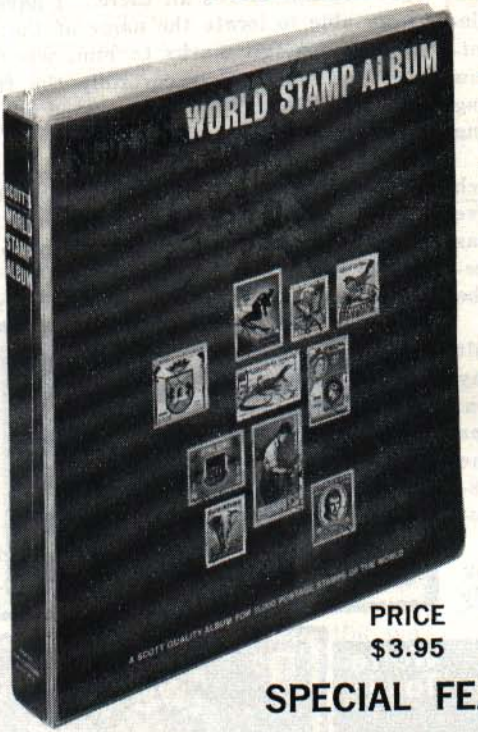


Now I must add the 1/3d. in the two-value set issued on April 13 to commemorate the birth of Wolfe Tone, the Irish patriot. Tone has already been honoured with a set (in 1948) but this is a far more pleasing stamp.

Unfortunately, Ireland does not always release the names of her stamp designers and I have not been able to trace this one. Whoever he is, he has done a remarkably fine job here, though perhaps I would have liked the portrait-circle moved just a fraction to the right to allow the slightest bit more space to

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the figure of denomination.

At a time when most the emergent African nations seem to be outdoing each other in the production of philatelic horrors, it is pleasing to note that the stamps of Malawi (ex-Nyasaland) continue to show good taste. I was particularly taken by the new 9d. 'Tung Tree' where the layout of flowers, leaves and fruit could hardly be more pleasing.

Apart from the 2/6d. this is quite a good set, but I think the 9 d. is outstanding. It is particularly noteworthy in that the label 'Malawi" and the 9d.', although bold and unmistakeable, do not interfere in the slightest with the general sweep of the design.

Originality is the keynote of choice nine. Throw this stamp into a pile of say, fifty, and you will come back to it time and time again. I wouldn't call it beautiful . . . but it gets you in the end.

This is Costa Rica's 30c. airmail made up from a montage of flags. At first glance I thought it was bit of a town-planning blueprint but then the penny dropped. This Spanish-printed effort compels the attention and—the longer you look at it, the more intriguing it gets.

THE BEST!



Best of the year? It is a stamp we have seen around a great deal from quite a few countries. I refer to the 1964 'Europa' design of Frenchman Georges Betemps which is used by most of the countries issuing 'Europas'.

Europa stamps in the past have been of extemely high quality. Indeed, the first of them all was a 'Ten Best' selection of its year. A complete collection of these stamps is now a matter of some considerable financial outlay but, apart from this, it is also rewarding from the point of view of good design.

The latest 'Europa' is in the best tradition of these stamps. It is imaginative yet clear; symbolic yet far from woolly. No one could mistake it for anything but what it is. Lettering, colouring, the arrangement of the component parts —all are ideal. I have not seen a stamp I liked better during 1964.

(Courtesy of Stamp Collectors' Annual)



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POSTMARKED OTTAWA

By HANS REICHE, (R.P.S.C. 6397)



Although I doubt that Canada will issue a stamp to commemorate Sir Winston Churchill, I know that a number of organizations have written to the Postmaster General requesting him to authorize such a stamp. It is certain that many countries, especially the British Commonwealth, will bring out a stamp.

The announcement by the Post Office to issue a stamp this year with the new Canadian flag did not come as a surprise to the writer but unfortunately CP is not published often enough to make such information newsworthy.

Coming back to the stamp books published by the Queen's Printer, the new book to be released soon, will contain singles, not blocks. Half of the stamps are the same as the first book contained and the other half will be other commemoratives. The third book which is now being planned may have a different format, but no details are yet available.

Several philatelic magazines mention the recent finds in Canadian stamps of various issues, of vertically or horizontally wove papers. The small Queen's, Jubilees, Maple Leafs, Numerals, Admirals and Queen Elizabeth 2nd issues can be found in some values on both type of papers. In some cases the paper itself did not change but the printing plate was turned around 90° and it appeared as if the paper had ie., been changed. Many collectors have asked how one can distinguish these different papers. The early stamps were printed by the wet process while the paper was damp, and this procedure was used until 26 December 1922. The change over to the dry printing was not made for all stamps at the same time but from January 1926 all were printed by the dry method. The stamps printed from the wet process can easily be identified on which type of paper they have been printed. If the paper was a horizontal wove paper then the stamp would be shorter than others. If they were printed on vertical paper they would be narrower than the rest. Stamps printed by the dry method can not be identified that easily and so one will have to look at the paper. Tiny diamond shaped patterns may be seen in the paper when holding same against a light. If the diamonds are lying down then the paper is horizontally wove and if standing upright then it is a vertically wove paper.

There are not many collectors fortunate enough to be able to buy, or even see, proofs or essays of stamps. An interesting essay has been noted by the writer which likely has been heard of by very few people only. This essay was prepared just prior to the issue of the Admiral stamps. It shows the Postmaster General, the Hon. L. P. Pelletier, on a one cent green design. The design is very similar to the Admirals with an oval and the portrait, at the bottom the two numeral boxes and in two lines the words "One Cent", the three maple

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leaves at each side. Instead of the crowns as in the Admirals, two maple leaves are shown and the top of the oval reads Postage. The word Canada is missing. This essay is printed on a thin transparent paper and is perforated 12 and gummed. We understand this essay also exists in red. If you come across one, let me know.

Many countries issue high value coil stamps for purpose of speeding up service to customers having to mail registered or parcel mail. The USA is now issuing a 25 cents coil stamp. It is the highest coil stamp issued by that country. We feel that such service by the post office is warranted in the light of the great quantity of high postage mail handled.

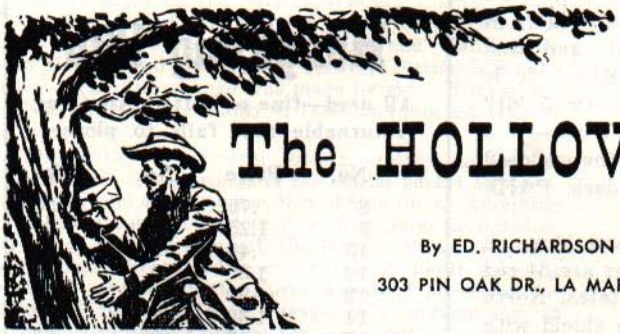
Beware of running dyes from some recent USA stamps! Some of the new stamps will discolour when being soaked in warm water. Certain Canadian stamps using aniline dyes will do the same. To avoid discolouration of other stamps coming in contact with these, it is advisable to soak these separately. Cold water will reduce this problem but not completely. Ink cancellations such as from stamps used on cheques will run in warm water but this can be overcome by the addition of certain chemicals. The ink cancellation will disappear but leave a detectable trace. So, do not use these stamps again for your postage (unless you would like to spend the next few months somewhere else than at home to save on fuel bill)!!

FLASH!

CANADA TO HONOUR SIR WINSTON PHILATELICALLY

The Post Office Department is honouring the late Sir Winston Churchill with a stamp to be issued on August 12.

The stamp will be based on a portrait by Karsh, the famous Ottawa photographer. August 12 is the anniversary of the signing of the Atlantic Charter.



The HOLLOW TREE

By ED. RICHARDSON (R.P.S.C. 6991)
303 PIN OAK DR., LA MARQUE, TEXAS, U.S.A.

#741—NEWFOUNDLAND STAMPS USED IN CANADA—1902-03

In a recent cover lot which I purchased, there were three covers, the likes of whch I had not seen before. The first was a cover mailed from Galt, Ont. to Sombra, Ont. franked with a single copy of the 2¢ 1897 Carmine Cabot issue of Newfoundland. The second cover mailed from Harwich, Ont. also to Sombra, was a registered cover, bearing the 2¢ carmine "Numeral" issue of Canada, plus 3 singles of the same 2¢ Cabot of Newfoundland, making up the 8¢ rate. The third cover, from Beaverton, Ont. also to Sombra, was franked with 2 copies of the ½¢ black "Numeral", plus the 1¢ 1897 Green Victoria. Not one of these covers showed any evidence of any postage due.

While it is quite likely these covers may have been philatelic in their inspiration, yet they are most unusual, and certainly this writer had not seen any like them before this.

* * * *

#742—1918 UNITED EMPIRE LOYALIST'S CANADIAN AVIATION FUND LABEL

On page 4 of Ian Morgan's booklet "The Specialized Catalogue of Canadian Airmail Stamps" — 1934-35 edition, we find illustrated the "Donation Stamp" issued by the United Empire Loyalists for the Canadian Aviation Fund. Morgan further notes that this "was lithographed in 1918 by the British American Bank Note Company Limited, at Ottawa, in Blue. It was issued by the United Empire Loyalists."

The label, of which I recently obtained a copy, is of large size, approximately the same as the two Aero Club of Canada issues. It is rouletted and in blue. The central vignette is quite similar to the 1918 Aero Club issue, with the dirigible in flames and an attacking biplane. The legend above the vignette reads in three uncoloured lines "UNITED EMPIRE / LOYALISTS / DONATION STAMP." Below the vignette in two uncoloured lines reads "Lick the Stamp to / Lick the Hun" and below in coloured line "Canadian Aviation Fund." The labels have a smooth yellowish gum.

Morgan goes on to state "it would be of great interest to find out the purpose of this issue. Has anyone seen it on cover?"

Has anyone? Who can add to the above?

* * * *

#743—ANOTHER CIVIL WAR PATRIOTIC COVER USED FROM CANADA

Recently added to our small collection of these interesting bits of postal his-

STAMPS WANTED

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.

J. ETHIER
BOX 117—OSHAWA, ONT
(Member RPSC, APS, BNAPS, CSDA)

tory material was another U.S. Civil War Patriotic. This one was used from Petrolia, C.W.—Oct. 4, 1861, and was addressed to Port Huron, Mich. It is nicely backstamped "Sarnia—Oc 5 '61" and "G.W.R. Sarnia Branch-West—Oc 5 '61". It is a stampless with the enclosed curved CANADA, and a black PAID. "10 ct" is in manuscript.

The patriotic is in red and blue, on white. Around the four sides are 34 red stars representing all the states, North and South. To the left is a shield with an eagle with wings spread. A very attractive design.

The cover also enclosed a very attractive coloured, embossed "love note" with verse. A valentine in October!

* * * *

#744—MORE "COURTESY FLIGHT" AIRMAIL COVERS

In packets #584, #642 and #702 we have previously reported eleven companies known to have flown "courtesy flight" covers. We are now able to add still three more to the list, — two using handstamps, and one using a small sticker.

Associated Air Taxi Ltd., Vancouver, B.C. used a small sticker, approx. 2¼ x 1¼ in. Printed in blue on yellow paper. The legend is in 8 lines of various styles type, enclosed in a thin frame and reading:—

AIR SPEEDED
Thru the facilities of —
ASSOCIATED
AIR TAXI
Ltd.
A Seaplane Charter Service
Phone Richmond 1551
Municipal Airport — Vancouver, B.C.

Queen Charlotte Airlines, Vancouver, B.C.—used a handstamp. Most copies seem to be poor strikes, and are in pale blue. The handstamp reads "Courtesy / Q C A / Queen Charlotte Airlines / Vancouver — Canada". The "QCA" is in very large letters. The last two lines are in very small type. An outline of what appears to be an Indian canoe appears between the 2nd and 3rd lines. Below the third line there is a fine line

Hongkong 19th

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12	1.25	40	.08
13	.90	41	.40
14	1.30	42	1.20
15	.95	43	.25
17	16.50	43a	1.90
18	1.25	44	.05
19	1.85	45	.08
20	1.00	51	.45
21	2.40	52	1.35
22	4.40	53	1.55
23	25.00	55	2.60
24	2.50	60	2.70
25	22.50	61	.30
30	3.25	62	.40
32	2.75	63	1.05
33	3.50	64	.90
35	3.50	66	1.10
36	.08	69	1.35
36a	1.75	70	2.50

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112	.23	135	.34
113	.27	136	.50
114	.15	137	.95
115	.74	138	.62
117	.37	139	4.25
118	.50	140	7.25
119	.37	144	.42
121	1.00	145	.42
126	1.05	159-72	4.50
130	.34	179	2.20
131	.21	180	3.70
132	.37	181	5.25
133	.66	185	.21
134	.50	186	.27

Many more in stock. Your want list will bring good results. References please if you have no account at present time.

L. C. Davenport

230 LONSMOUNT DR., TORONTO 10, ONTARIO

1840. FIRST BRITISH STEAM PACKET SERVICE.

The General Post Office, after an unsuccessful attempt to arrange for the trans-Atlantic carriage of mails by the "Great Western", entered into a contract, signed May 4, 1839, with Samuel Cunard, of Halifax, for a service of two trips monthly each way between Liverpool and Halifax, between Halifax and Boston, and between Pictou, N.S., and Quebec. The first voyage was made by the "Britannia", which left Liverpool on July 4, 1840, and reached Halifax 12½ days later.

The British Government, having removed one Provincial grievance—the slowness of the official packet service—remedied in part a further one, that of high rates. Accepting the representations of Poulett Thompson (later Lord Sydenham), then Govenor-General, the British Treasury issued instructions (Treasury Minute of July 6, 1840) reducing the inland rate within the North American provinces, for letters making the Atlantic voyage, to a uniform sum of twopence sterling and adding the ocean packet postage of one shilling sterling, a total of 1s. 2d. sterling or 1s. 4d. currency per ½ oz. letter. A number of interesting handstamps came into use in this connection. (Figs. 25, 26 and 27.) By 1844, Halifax having proved unsatisfactory as a terminal port, mails were taken to Boston by agreement with the United States, the inland route being via Burlington, Vermont, and St. John, L.C., during the summer months and by way of Highgate, Vermont, in the winter. Subsequently Boston was replaced by New York.



Fig. 27. 1840–43.



Fig. 28. 1842–51.

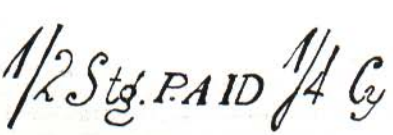


Fig. 26. 1853.



Fig. 29.
Wellington, U.C., 1846.

1841. UNION OF UPPER AND LOWER CANADA.

Following the recommendations of Lord Durham's Report of 1839, union was achieved between the two Provinces and establishment of responsible Government attained in 1841. A further recommendation, that for improvement of communications by construction of a railway from Halifax to Quebec, did not finally materialise until 1876. Lord Durham also advocated placing control and revenue of the Post Office into Provincial hands.

1842 CROWNED CIRCLE HANDSTAMPS.

As from January, 1842, the General Post Office issued a special handstamp to be used by their agents at ports served by the newly-established mail steam packet service. This was the familiar "Crowned Circle" type. (Fig. 28.) Only one port was so supplied in the Province of Canada, that of Quebec, L.C., the instrument being registered at the G.P.O on January 13, 1842. It was normally impressed in red on paid letters only and, although primarily designed for ocean mail letters, was used also, as shown by examples, for inland paid postage.

1844. REVISED RATES.

In this year the system of rating letters by numbers of sheets was abolished and charges were based on weight alone — a ½ oz. letter becoming the equivalent of the single rate letter of less than 1 oz. under the old schedule. Rating by distance, however, continued, and postage costs were little affected, but possible abuse from the practice of "candling" letters to determine the number of sheets was prevented and the use of envelopes encouraged. Actual rate charges still continued to be almost entirely marked in manuscript and only a few rate handstamps have been recorded. (Fig. 29.)

1845–1849. OCEAN MAIL COMPETITION BETWEEN GREAT BRITAIN AND THE UNITED STATES.

The U.S. Postal Act of 1845 had been designed to encourage an American steam mail packet service. It provided for new ocean rates and substantial subsidies. First sailings were made in 1847, and the British Treasury, in an attempt to meet such competition, authorised the collection of British ship letter charges on all letters delivered by the American packets in addition to the American rates. In protest, the U.S. Postmaster-General terminated by November 16, 1847, all existing arrangements between the two countries for transit of British mail to British possessions in North America and for ordinary mail intercourse between the U.S. and such possessions. Instructions were issued by Stayner, October 26, 1847, on orders from the Postmaster-General, that from and after November 16 no letters with unpaid U.S. postage could be received in Canada, neither could American postage be collected on letters to the States nor mails destined for transmission to Europe or other distant parts be forwarded into the States. In 1848 Congress passed a reprisal Act by which the British action was countered through imposition of similar charges by the States. This regrettable squabble was soon remedied, fortunately, by the signing of a Treaty between the two countries — effective January, 1849 — which provided specified rates for the entire postage where ocean carriage was involved and equitable division of charges between Great Britain and the United States. Exchange offices for rating such mail were opened at ports on both sides of the Atlantic. Prepayment to the "Lines" on letters from the States to Canada, however, appears to have been enforced until the 1851 agreement referred to below.

1851. PROVINCIAL CONTROL OF THE POSTS.

The many representations and recommendations of Provincial authorities, committees and Government officials for Provincial control of the Post Office finally bore fruit. In a sudden change of policy, the British Government took steps, in 1846, to transfer control. Under the leadership of the Province of Nova Scotia, three of the four British North American Provinces put forward an agreed scheme by which each Provincial Government would have full control, both administratively and financially. Agreement was reached on a uniform inland rate of 3d. currency per ½ oz. letter, irrespective of distance. The Post Office Act of 1850 empowered the setting up of a Provincial Post Office in Canada. This Act took effect and superseded all previous Imperial Post Office Acts relating to Canada as from April 6, 1851. The office of a Postmaster-General was established and the appointee made a member of the Executive Council. The then Deputy Postmaster-General, Stayner, was succeeded by Wiliam Henry Griffin, who was made Secretary to the new Department. With Provincial control, adhesive postage stamps were also introduced, the values being 3d., 6d. and 12d. currency. In conformity with the new rates of postage, many rate handstamps came into use, for paid and unpaid letters, double postage, drop letters, etc., many of which would appear to have been of local manufacture. (Figs. 30, 31, 32 and 33.)



Fig. 30.
Cananoque, U.C., 1851–53.



Fig. 31.
Toronto, 1859–66.



Fig. 32.
Toronto, 1863–65.



Fig. 33.
1850–55.

1851. POSTAL AGREEMENT BETWEEN CANADA AND THE UNITED STATES.

In the same year an agreement was signed between the Province of Canada and the United States, operative as from April 6, which established a uniform combined rate of 6d. currency, or 10 cents American, per ½ ounce letter (excepting California and Oregon), with prepayment and use of postage stamps optional. A number of exchange offices were designated, and these were required to stamp "Canada" or "United States" as the case might be on all letters passing through. Distinctive handstamps were required for the operation of this agreement and can be found on letters up to at least 1865. (Figs. 34a, 34b, 34c and 34d.)





Fig. 34b. 1851.





Fig. 34a. 1851.



Fig. 34c. 1853–58.

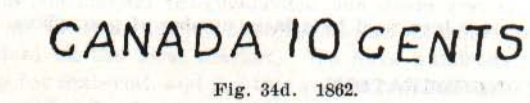


Fig. 34d. 1862.

1853. RAILWAY MARKS.

Although the first steam railroad in the Province, the Champlain and St. Lawrence, was opened in 1836 (running from Laprairie to St. John's, L.C.), development proceeded slowly, being confined to lines linking Montreal with the U.S. In 1853, however, several ambitious schemes materialised and railroads were started which, with subsequent extensions, eventually provided direct communication between the Atlantic seaport of Portland (Maine), Montreal and Quebec and the western parts of Upper Canada. These were the Grand Trunk Railway, the Great Western Railroad and the Northern Rail Road.

As these lines came into operation, they were used for the carriage of mails. The first post office cars were put into operation between Montreal and Sherbrooke on the Portland Railroad (Grand Trunk) in August, 1853, and by 1857 these were in full operation in the Canadas, some seven years earlier than in the United States. Special railway mail postmarks came into use, the early forms being usually large double circles containing the name of the railroad, date and often distinguishing numbers for the train on which employed. (Fig. 35.)



Fig. 35. 1856.

1854–1855. ATLANTIC MAILS; REDUCTION IN RATES; CANADIAN LINES.

In 1854 the British steam pocket rates were reduced to 8d. sterling (10d. currency) per ½ ounce letter between Great Britain and Canada. Two years prior to this the Cunard contract had been altered to provide a weekly service direct to New York and a slower, subordinate service to Halifax and Quebec.

The possibility of a direct Canadian line from the St. Lawrence ports to compete with the Cunard line had been favourably considered by the United Provinces in 1851 and, under a contract with the Canadian Steam Navigation Company, such a service was operated in 1853–54. The contract was terminated, however, because of unsatisfactory performance, and a new contract entered into in 1855 with the Allan line, which called for a fortnightly service between Liverpool, Quebec and Montreal during open navigation on the St. Lawrence and with Portland, Maine, during the winter months. This port had been linked by rail to Montreal by 1853, and in that year the Grand Trunk Railway made a strong representation, but without success, that the British steam packets be directed to call there with mails, claiming a saving of one to two days in delivery.

In spite of opposition from the British Government, who attempted to charge unpaid letters with the higher rates operative for mails conveyed by American lines, and a series of unfortunate shipwrecks, the new Canadian service was successful and, by 1863, carried the bulk of the mails between the two countries. In 1855 a 10d. currency (8d. sterling) postage stamp was issued by Canada for the reduced Canadian rates, and in 1857 a 7½d. currency (6d. sterling) stamp was issued to facilitate prepayment of letters to England by the Canadian steamers.

1855.

A registration system was instituted which replaced the "money letter" procedure.

1857.

A money order exchange between Canada and the United States was put into effect.

1859. INTRODUCTION OF DECIMAL COINAGE.

In this year the decimal system of currency was introduced for postal purposes. Actually, dollars and cents had been declared legal tender, together with pounds, shillings and pence, by an Act of 1853. In 1857 the decimal system was accepted for the public accounts, and silver coinage, in dollars and cents denominations, was minted in 1859. The first "cents" postage stamps were issued in July of that year, but it is uncertain at what date handstamp marks in the new currency were employed. Sterling or currency postal markings, however, can be found in use as late as June, 1862.

The inland rate for a ½ ounce letter now became five cents. A notable change in procedure also came into effect, that of requiring prepayment of letters, a penalty of two cents being charged on all posted unpaid. The variety of handstamp rate marks for the new ratings (and penalty) is very great, and individually-cut instruments, many probably of local manufacture, appear to have been used by a large number of post offices.

1867. CONFEDERATION.

Under the British North America Act the Provinces of Canada (Ontario and Quebec), Nova Scotia and New Brunswick became one Dominion. Provincial postal services were incorporated in a federal system under the Post Office Department at Ottawa. A new Post Office Act was assented to at the first Parliament of the Dominion on December 21, 1867, and became operative on April 1, 1868. Under its terms, rates for inland postage were reduced to three cents per ½ ounce prepaid or five cents if the letter was posted unpaid. If stamps were used, postage had to be wholly prepaid. Many varieties of handstamps to cover this change are to be found, and a set of postage stamps, the "Large Cents" issue, were made available for Dominion use, replacing those issued previously by the Provinces entering Confederation.

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Is Your Collection For Sale?

If you are thinking of selling right now, or in the near future, it will be to your advantage to get in touch with us. With over 60 years combined experience as dealers, we can help you get the most for your stamps. There are three different methods of selling open to you, and after viewing your holdings we shall be pleased to advise you which one would be the most advantageous for you, or decide for yourself.

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For the last 8 years we have been conducting auction sales. Our realisations for the owners have been top international prices, as our auction catalogues reach most of the world's constant buyers. All persons that have entrusted us with the disposal of their collections through our sales have been more than pleased with the prices we have been able to obtain for them. If you have never received a copy of our auction catalogues, we shall be pleased to send you the next copy for the asking, or better still why not subscribe for the season at $2.00, which assures you of the prices realised as well.

3. PRIVATE TREATY

There are also some properties, which do not lend themselves to be broken up at auction, and for which at the moment we do not have an immediate buyer. These are best placed in our private treaty sales, where the price of the collection has been agreed to beforehand. Since May of this year we have sold over 20 collections in this manner in excess of $40,000.00.

If your collection is for sale, drop us a line and give us a general outline and leave the rest to us. Selling to us or through us, will be entirely to your satisfaction. May we hear from you?

R. MARESCH & SON

628 YONGE ST. TORONTO 5, ONT.

of type. On the two copies I have seen I could not make this out.

Georgian Bay Airways, Ltd., Parry Sound, Ont. uses a two line handstamp reading:—

GEORGIAN BAY AIRWAYS LIMITED
Parry Sound — Ontario

In packet #702 we reported that **Gordon Airways, Ltd.** used a three line handstamp. We have also more recently a single line handstamp reading simply:-

GORDON AIRWAYS LTD.

No doubt others will be reported from time to time and we would appreciate assistance from anyone able to report new varieties or companies. Most of those we have been able to report so far have been the result of assistance from F/L R. K. Malott and Lloyd Banner.

* * * *

#745—QUEBEC TERCENTENARY SOUVENIR POST CARDS

It has been a good many years since we last mentioned the various interesting and attractive sets of cards which were issued at the time of the Quebec Tercentenary Celebrations. From time to time we will try to update this information. For now, we will list the 15 known varieties of the set published by Valentine & Sons. These are all private post cards. The borders are in gold, the crossed flags at the top are mostly blue with a little red. There is also a small shield at top in green and red. The pictures are multicoloured. The legend in a rectangle frame at bottom centre reads, "Ter-Centenary / of / 1608 QUEBEC 1908". On the upright cards, the dates are dropped from the legend and appear in the side posts.

The 15 cards comprising the complete set are:—

1. Champlain Memorial, Dufferin Terrace, Québec
2. Champlain Monument, Québec (upright)
3. Champlain (upright)
4. Chateau from Laval University, Québec
5. Chateau Frontenac and Citadel, Québec
6. Church of Notre-Dame-des-Victoires, Québec (upright)
7. Dufferin Terrace, Québec
8. Kent Gate, Québec
9. Little Champlain Street, Québec
10. Parliament Buildings, Québec
11. Québec
12. St-Louis Gate, Québec
13. Sous-le-Cap Street, Looking East, Québec (upright)
14. Wolfe & Montcalm's Monument, Québec (upright)
15. Where Wolfe Died, Plains of Abraham, Québec

These cars, especially when franked with the 1¢ Quebec issue, make most interesting additions to one's Quebec Tercentenary collection.

* * * *

#746—THE ISSUE OF 1859 STILL RANKS AS MOST POPULAR

In spite of the great number of adherents that show a preference for the Pence Issues, Large Queens or Small Queens,—still I suspect that the most popular of Canada's 19th Century issues, remains the wonderful issue of 1859. We know personally that nothing delights us more than to add a nice new piece to this portion of our own collection. This

? Collect Canada ?

All members of the Royal Philatelic Society of Canada who collect Canadian and other BNA material — should also be members of the sister society — BNAPS —

BRITISH NORTH AMERICA PHILATELIC SOCIETY

— AND MOST OF THEM DO!

However, if you are one of those who are missing out on BNA TOPICS with its columns devoted to Squared Circle, Perfins, Revenues, Postal History, Semi-Official Airs and other sideline material, plus the many fine articles on BNA Postal History,— then you should write AT ONCE for information to:—

Ed Richardson

303 PIN OAK DRIVE
LAMARQUE, TEXAS

we did last fall when we bought a fine used block of the 1¢ in the rose-pink shade.

It also delights us to see a fine exhibit of this material, such as was shown by Harry Lussey at BNAPEX at Muskoka last fall. It was a delightful exhibit,—but most impressive was the extremely fine showing of 4 ring numeral cancels on cover. The exhibit deserved, and won, a gold medal.

The issue has long been popular. There are numerous plate varieties, and most values have been plated. There are the perforation and paper varieties. There are the interesting 4-ring numeral cancels. Also many fine covers exist with good railroad cancels. Once in a great while one will come across a cover with an illustrated advertising corner card. Rarely, one might find one used on a U.S. Civil War patriotic.

The issue contains two of the most popular 19th century stamps of Canada —the 5¢ Beaver and the 10¢ Consort. In recent years we have seen some fine collections made of the 1¢ value. The 17¢ has been plated. Not too much has been done with the 12½¢ green Victoria, and almost nothing on the 2¢. There is still room for further studies by those so interested.

* * * *

#747—RECENT REVALUED POSTAL STATIONERY

By the time this appears in print, it may be "old hat" but because postal stationery does not get press notices too often, we assume that very few readers will be aware of the several new varieties of revalued postal stationery.

Thanks to Ray DeMontigny of Baie d'Urfé, I have in my collection three pieces of recent postal stationery which I might have otherwise missed. These are the new 1960-61) 2¢ envelopes and 2¢ card, all revalued to 3¢. The surcharge is a 3 line overprint to the left of the stamp impression reading "NEW VALUE / 3¢ / NOUVELLE VALEUR." It occurs on the 2¢ blank business card, the small and large 2¢ "pull out" envelopes.

EUROPA

These are high-catalog, solid Topical packets for your collection

25 different ..... 90c.
35 different $1.50
50 different $1.80

Haley's Exchange

BOX 205, FRYEBURG, MAINE 04037

We have also in our collection the 2¢ small envelope of 1953 so revalued. This is with the conventional flap. We have not seen other values, envelopes or cards of the 1953, 1954 or 1955 issues so revalued. We suspect that others exist and would welcome information.

* * * *

#748—YUKON & DAWSON LAW STAMPS

These two short issues of revenue stamps are all it takes to form a complete collection of Yukon revenues. They are attractive,—they are not common,—and being from the Yukon they are also collected by that new breed of "Arctic Specialists."

Needless to state, all catalogues, including Sissons' new one, are now out of line with catalogue values. They are the hottest group in Canadian revenues today. Wish we had a good hoard, but someone picked us clean of all our duplicates some time ago!

New 1965

C-S D-A

NEW 1965 RETAIL — WHOLESALE Canadian Price List 10¢

DON McCALL

12 Cartier Cres.
SCARBORO ONT.
RPSC CSDA

A REVIEW

By HORACE W. HARRISON RPSC 6779

"Canadian Registered Letter Stamps & Cancellations 1875-1902" by E. A. Smythies, FCPS, and A. F. Smith. Published as a Handbook by the Canadian Philatelic Society of Great Britain. Available from their Handbook Chairman, Mr. Stanley Cohen, 51 Westfield Rd. Birmingham 15, England. Includes 32 Photographs and 67 drawings of Registry type cancels. Price: One Pound or $2.80 U.S.A.

Mr. Smythie has authored a prior handbook on Canadian Duplex cancels of the Victorian period and has produced numerous scholarly research articles on Canadian philately in "Maple Leaves" and "BNA Topics", and has co-authored with Dr. Day a handbook on Canadian Fancy Cancels of the 19th Century. Mr. Smith has been a keen student of Canadian Registered Letter Stamps, with particular emphasis on cancels and perforations, for many years. These authors have provided a long needed compendium of every facet of Canadian Registered Letter Stamps. They have not claimed that this is the be-all and the end-all on the subject, but have merely claimed that this is all the information that they have been able to gather.

Part I, consisting of six chapters, pertains to the stamps themselves; their postal history; printers, printings, and plates; colours and shades; papers; and perforations.

Chapter I is an excellent history of the rates, rate changes, and usuages of these stamps. Chapter II, concerning the plates, handles an extremely difficult subject in an orderly manner. As one who has worked on the plate varieties for a number of years, I am perhaps supercritical of this phase of Chapter II. I would have liked to have seen a great deal more emphasis on this subject, but I can only find one minor fault. The 8¢ so-called "mis-placed guide line" is not that at all, but two nearly parallel plate scratches which start in position 32 and run over into position 33, or vice versa.

Chapter III, on the colours, makes very good sense, and particularly the comment that the orange-red (Scott's Vermilion) is at least 5 times scarcer tahn the carmine rose, although the catalogue value is rather the reverse. Chapter IV, on the papers, is well handled. However, some discussion of the differences in the actual size of the stamps, due to the use of different papers, would have been welcome. In the 5¢ value alone, there is a variation of 1½ to 2 mm. in the horizontal distance between the left and right outer frame lines.

Chapter V, on the perforations, is a considerably involved and detailed study. In some cases, in my opinion, quite erroneous conclusions are reached in the main body of the chapter; but the summary of the perforation situation, found at the conclusion of the chapter, is excellent. However, there is an error of quite some significance in the final paragraph. Copies date cancelled in the later period or with the "R" in oval cannot be eliminated as not having the rare 12 x 11½ perforation solely on the basis of the cancel. I ave a copy of the 5¢ perf. 12 x 11½ on cover dated Vellore, Ont. July 2, 1890 and used with a 3¢ Small Queen in the usual vermilion shade.

Chapter VI, on the classification of these interesting stamps, and the rarity factors for each variety, is a reasonable attempt which even the general collector will find worthwhile, especially since two of the perf. varieties, as well as a fair share of colour varieties have been given major number status by the Stanley Gibbons, Ltd. catalogue.

Part II, "Registered Cancellations", consists of 4 chapters on early markins, the "R" type Registered cancels, miscel-

laneous Registered cancels, and miscellaneous cancellations on the Registered Letter Stamps themselves. This part is not nearly so well handled as Part I. Instead of collating and reproducing all prior information with the mass of new information supplied here, one of the most important sections merely refers to the work of Mr. Shaw on the Railway Post Office cancels of Canada. Nevertheless, this part presents a more than adequate representation of Canada's Registered markings and leaves room for the serious student to add to the knowledge included here.

There is one serious erroneous conclusion drawn in Chapter X. Here the authors state that town dated cancels are the second most common type of cancel found on the Registered Letter Stamps. These figures must have been derived from copies picked for collections. Certainly, unpicked lots of Registered Letter Stamps do not sustain this figure. When broken down by value, in my opinion, dated copies of the 8¢ are rare; as are those of the 2¢ and 5¢ in the period 1875-1880; dated copies of the 2¢ and 5¢ in the period 1881-89 are very scarce; and dated copies of the 5¢ in the period 1890-94 are relatively common, with a double underscoring of the word relatively. Since Registered covers are seldom, if ever, collected because of the placement of the dated cancel on the Registered Letter Stamp, a check of a cover collection or accumulation will disclose a truer picture of the frequency of date cancelled copies. I have just now checked my own accumulation which contains 110 R.L.S. covers. There are a total of 16 on which the dated canceller was used to obliterate the Registered Letter Stamp; and of this 16, only 6 have the month and year struck on the Registered Letter Stamp itself. 3 out of 74 2¢ covers, and 3 out of 36 5¢ covers. Thus only 4% of the 2¢ are to be found with dated cancels, and only 8% of the 5¢— a somewhat different figure from the 14% reported in Chapter X.

In their conclusion the authors ask for the help of other collectors in adding to the knowledge of the Registered Letter Stamps, and their hope is that enough additional information will be forthcoming to justify a 2nd and more complete edition. They have already added a great deal to the body of literature on Canadian philately and are to be warmly congratulated for the excellent effort made thus far. They deserve the co-operation of all Canadian collectors, who should add this handbook to their libraries, study it, and help fill the gaps of knowledge by correspondence with the authors.

(Box 5780, Pikesville, Md. 21208)

Stamp Designing Competition Sponsored by the London P.S.

As its contribution for Canada's Centennial of Confederation celebrations in 1967, the London Philatelic Society is sponsoring a stamp design competition open to all persons other than professional artists, but directed principally to Canadian Stamp Collectors and to students in Canadian secondary schools, colleges and universities.

The London P.S. plans to contact all stamp clubs in Canada to invite their support for the contest and to educational officials of the educational institutions as mentioned.

The L.P.S. is offering three prizes, of $25, $15 and $10 in cash, to the three designs adjudged the best of those submitted.

Judges will be Mr. Clare Rice, outstanding London artist; Mr. Fred Jarrett, Canada's First philatelist; and Mr. John Elliott, Editor of the London Free Press.

In addition to the prizes offered by the L.P.S., any design accepted by the P.O. Department and used for one or several stamps will be eligible for the usual fee for non-solicited designs, which usually ranges between $300 and $400.

The winning designs, plus others of special merit, will be submitted to the

(Continued on page 104)

Two B.W.I. Covers

COLIN H. BAYLEY, RPSC 3559

For many years I have been afflicted with that particular symptom of the philatelic syndrome known as cover-collecting and have thus acquired a miscellany of covers and cards, one of my favourite territories being what used to be called the British West Indies. When these islands decided to federate they dropped the "British" and ever since this federation failed to materialize they have continued this practice. However, I do not suppose that any "Philatelist" readers who really enjoy the stamps of this territory will object to the use of the old designation in the title of these notes which our hard-working, painstaking and generally remarkable President has asked me to prepare. The items to be discussed are all from my collection and I shall try to show only ones which have some point of interest beyond the stamps which they carry. After all, with covers, the story they tell and the circumstances of their survival are what really matter. I shall include cards as well.

Anyone who has tried to collect 19th Century BWI covers will know that they are not common. Those in the 1860s to 1880s are, generally, scarce. Many of the earlier ones are rare — see auction prices. The ones used within the territory, comprising the local and inter-island mail are among the less-common. There are two reasons for this—one, the rapid increase in **stamp** collecting in that period which caused people to remove stamps from covers and two, the destruction of covers in the tropics by termites and other paper - and glue-loving insects. This is especially true of paper items such as covers, put away and forgotten.

Have you ever seen a termite-nibbled cover? See Fig. 1 for what is probably your first look at one—and what a depressing sight it is! It is a wrapper from Barbados to Trinidad. It carries a one penny imperf on white paper (Scott's No. 6) to pay the local letter rate and also a manuscript "4" which indicates that four pence was paid by

Fig. 1





CANADA

1 cent red-brown on thin crisp paper, S.G. 47, mint $54

3 cent red-brown on thin crisp paper, S.G. 49. A little off centre. Mint $39

6 cent blackish brown on thin crisp paper, S.G. 50, used $84

12½ cent bright blue on thin crisp paper, S.G. 51, unused $150

12½ cent bright blue on thin crisp paper, S.G. 51, used $84

15 cent deep reddish purple on thin crisp paper, S.G. 52. Superb part O.G. $255

1 cent red-brown, S.G. 55b. Shows portion of Paper Makers Wmk. Unused $54

2 cent bluish green, S.G. 57c. Shows portion of Paper Makers Wmk. Unused $150

3 cent brown-red, S.G. 58a. Small defect, used, on laid paper $36

12½ cent bright blue, S.G. 61a. Showing Paper Maker's Wmk. and cancelled with Oval 'P.D.' cancel in red $105

15 cent deep slate, S.G. 67. Cancelled with Crown Cancellation $22.50

15 cent slaty blue, S.G. 68. Superb mint block of 4 $135

ALL OFFERED SUBJECT UNSOLD

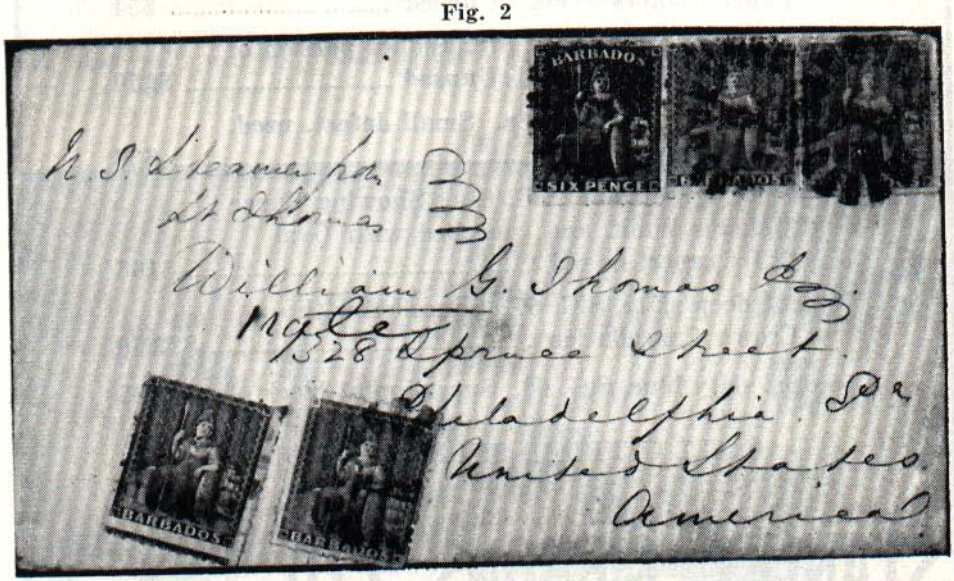
STANLEY GIBBONS LTD.

391 STRAND, LONDON, W.C. 2, ENGLAND

the addressee on delivery of the letter in Trinidad. It must have caught one of the packet boats in Barbados as it carries a fine strike of the "Barbadoes" double semi-circle cancel, dated June 5, 1858, on the back. A piece of black card has been inserted in the wrapper to show up the termite damage. Undoubtedly the most horrible cover that the "Philatelist" has ever pictured! However, that is what happened to most of the covers that remained in the BWI during the latter part of the last century; the ones which survived were, generally-speaking, from among those which went to North America, or Europe, or the United Kingdom, viz to the temperate climates.

The other cover, Fig 2, came from a large correspondence which passed between members of a family named Thomas living in Barbados and in Philadelphia. This was one of the old families of the Island and the correspondence to Philadelphia which was of a business nature, eventually ended up in the safe-keeping of a bank there. In due course, in an attempt to reduce its bulk, the correspondence was sorted out by the bank manager and the envelopes were turned over to a well-known dealer of that city. A friend of mine who collected covers and who was also a friend of the dealer was shown the covers by him and told that he could have them—all 300 of them—for $200.00. This was back in the middle 20s. My friend didn't have the $200.00 but managed to pry a few dozen or so of the covers, which he put into his collection. He subsequently sold this and after retirement went into the business of selling covers. This particular cover has been re-purchased and re-sold by him on three occasions and I happened to get it the last time he sold it. It is a fine example of an overweight letter carrying 11 pence postage with an additional required 5 pence hurriedly applied, but tied nevertheless by "bootheel" cancels. There are two penny, two four pence and one six penny stamp — all of the 1861 rough-perforated issue (Scotts Nos. 16, 18 and 20).

Fig. 2



PATRONIZE OUR ADVERTISERS
(AND SAY YOU SAW IT IN CP)

CANADA. That 20c G, Type C variety.

One western collector calls it the 'Flying G." A doctor friend has named it "The Pregnant G" (naturally). Call it what you will but don't overlook that these new G's are entirely different Canadian major varieties Sometime in 1961 the symmetrical "G" 200 subject plates that overprinted the 10c, 20c and 50c Canada officials were scrapped, to be replaced by the new 200 G plates. Not one of the 200 is in any way similar to Type B and of course there were no mixtures of Type B and Type C on this new plate.

One of the greatest mysteries is how 3 new Canadian stamps that were issued in 1961 managed to remain undiscovered until 1964! Used are not scarce. The 10c and 50c mint are not scarce. The 20c mint may well be the rarest 20th Century Canadian stamp outside of any errors. Only one other dealer to our knowledge has so far listed it but wisely quotes no mint price on it Our own experience with the 20c is as follows: After one year's intensive hunt we have been unable to locate so much as a single copy, we have not seen any unit larger than 4. In fact all our stock secured over a happy period of 4 weeks consists only of plate blocks and to get singles and ordinary blocks we are forced to dismantle plate blocks. That hurts.

Others who have reported having 20c Type C also state these were secured only as plate blocks. What is a stamp of this nature worth? We will start the ball rolling and offer singles at $10.00, blocks of 4 at $40.00. It is our belief this stamp is far rarer than any other Canadian official We welcome offers of any mint copies, also would like to hear from anyone who may have one or more, even if not for sale.

As mentioned the 10c and 50c are not scarce. We offer the 10c at 25c and 50c at $1.50. This for fine centered. If ordinary centering suffices we will supply them at face value. The 10c, 20c & 50c in used condition at $2.00 for the 3.

Same 3 stamps but Type B for $3.00 mint, $1.00 used.
Or entire group of 6 mint and 6 used stamps $15.00.

CANADA. Exchange deals.

We do considerable exchange business with European wholesalers. They take from us Canada and U.S.A. packets and some of the transactions involve as much as 250,000 packets of 100 different Canada, which, if anything, indicates there are plenty of collectors over there as no one ever would take such quantities merely to look at them.

To get the material to assemble such packets we can at all times use accumulations of used Canada. U S.A. and Newfoundland (foreign oddments also welcome if too much trouble to remove out of mixtures). We can use up to 1,000,000 of any one stamp. It does not pay us to buy any of this type of material for cash as the vast amount of work involved before it can be processed into something saleable is costly enough already. What is done is a net credit given which can be used to purchase useful better grade British Colonial and other foreign stamps from us. Submit "shoe boxes" etc., either for net offer or with price wanted. All shipments to be made by postal service only from the U S.A. points. Canadian shippers can also send by express.

On this type of transaction we can also use any mint Canada, U.S.A. and Newfoundland oddments. Segregate for separate offers. Allow up to 4 weeks for reply.

CANADA PUBLICATIONS.

3 most worthwhile books for the collector of Canadian stamps.

1. Canada's Postage Stamps, by Douglas and Mary Patrick. Just published and will be indispensable! Postpaid. $9.85.
2. Holmes B.N A., 10th edition: The ever reliable guide: $9.00.
3. The 15c 1868, by Gerald Firth, a beautiful volume by a distinguished collector of Canadian stamps, $10.00.

K. BILESKI LTD. Station "B" Winnipeg, Canada

1965 Convention - Halifax, May 13 - 15

A very friendly and enthusiastic welcome awaits all philatelists, their families and friends on arriving in Halifax to attend the **37th ANNUAL CONVENTION of the ROYAL PHILATELIC SOCIETY of CANADA,** this coming May. Consider carefully and then decide that it is in your best interests, both philatelic and health, that you should visit—for the first time, or once again —the great seaport City of Halifax this Spring.

Whether you come to Halifax by car, bus, rail or air, you will have an opportunity also to see various areas of the three beautiful scenic Maritime Provinces. Listen to the stirring industrial and manufacturing activities, and come to realize that the Maritimes are making



A magnificent view of Halifax's famous Citadel, for many years the bastion of British power in North America.

great progressive strides. Come and meet as many as you can of the numerous persons, young and old, who have a wide and varied interest in stamps. See some of the excellent material that will be shown in the **MARITIME EXHIBITION at the CONVENTION.**

The CITY of HALIFAX is an ancient City, founded in 1749 by Lord Cornwallis, and yet it is a new, growing, modern City with many new buildings, including several high-rise apartments. The population of Halifax in the 1961 Census was 92,511, the fifteenth largest City in Canada; the Metropolitan Area then had a population of 183,946, possibly eleventh in Canada.

Halifax is a seaport, with one of the finest harbours in the world; its greatest activity in this respect is during December - April as a winter port. This great City is also a government center as the Capital of the Province of Nova Scotia, and also as the "eastern" location for several Federal Government Departments, Boards and Commissions. All branches of the Armed Services, including Navy, Army, Air Force and Coast Guard have extensive establishments in the greater Halifax area.

Educational facilities in Halifax are well known, extensive and very important. The public school system is conducted on a very broad and high level in many modern school buildings. Vocational training schools are also located in Halifax. Universities include Dalhousie, St. Mary's University, University of Kings College, Nova Scotia Technical College and Mount Saint Vincent College, at nearby Rockingham.

Medical facilities in Halifax are comparable to those at Montreal, Toronto and Boston. The Victoria General Hospital, operated by the Province of Nova Scotia, is said to have the highest operating room in the British Empire on its thirteenth (for luck) floor. The Halifax Infirmary, another large modern hospital, is operated by the Sisters of Charity. Numerous other specialized hospitals are located on University



The piers in Halifax harbour where the Cunarders tie up and unload passengers and cargo (and where the editor first set foot on Canadian soil many years ago!)

Avenue, sometimes called "Hospital Row".

Postal services and facilities are excellent and unfortunately are all too often taken for granted by the general public who do not realize that postal delivery and service in Canada, and it is certainly so in Halifax, are the finest in the world. Superintendent of Postal Operations J. P. Morrow and Postmaster W. L. Ryan, of the Halifax Postal District are most active and interested in improving all phases of the postal services.

Now more particularly, some thoughts on the 37th ANNUAL CONVENTION of the ROYAL PHILATELIC SOCIETY of CANADA, to be held in Halifax during May 13th (Thursday) 14th (Friday) and 15th (Saturday), at the very fine NOVA SCOTIAN HOTEL (operated by the C.N.R.). Your host Club, the NOVA SCOTIA STAMP CLUB, is working very enthusiastically to make this Convention a very pleasant, active and worthwhile experience for all in attendance.

The local committee is as follows:—

Programme Chairman—
Eric P. Tizard,
(President of the Nova Scotia Stamp Club and enthusiastic philatelist.)

General Chairman—
Dr. Henry D. Hicks,
(President of Dalhousie University and a specialist in Bermuda stamps)

Exhibition Chairman—
G. Collins Baugild,
(the best informed philatelist in Nova Scotia)

Publicity Chairman—
George C. Thompson
(a Plate Block collector)

The convention programme will follow the usual and required procedures, with a bit of sightseeing and a very pleasant lobster dinner and reception at Hubbards, a few miles from Halifax on the South Shore. While proceeding by bus to the lobster dinner, you will have the opportunity to see and walk over the strange rock formations at the world famous Peggy's Cove Lighthouse.

The thoughtful planning and attentive conduct of Haligonians at national conventions that have come to Halifax since World War II, coupled with the interesting scenic and fine hotel and



The Angus L. Macdonald Bridge, spanning the harbour between Halifax and Dartmouth, the second longest suspension bridge in the Comonwealth, measuring about a mile in length. (Canadian Govt. Travel Bureau photo)

other facilities in the City, have made Halifax **"a national convention city"**. Come to the 37th Annual Convention of the Royal Philatelict Society of Canada being held at Halifax during May 13th - 15th, **for the first time in the Atlantic Provinces** and you will have an unforgettably pleasant experience, that will make you want to come back to Halifax once again at the first opportunity.



The Clock Tower, a famous Halifax landmark

FREE REGISTRATION

By L. W. SHARPE, RPSC 3557

If you collect war covers, you come upon many very interesting items. One of these was brought to my attention a couple of years ago by Mr. Ray Peters, of Phoenix, Arizona. He sent me several covers, one of which is illustrated, that he was kind enough to give me.

You will see it started out from New Westminster as an ordinary letter on April 15th, 1916. On arrival at Vancouver on the 17th, it was opened for censorship inspection, resealed and registered. (Civilian mail was also subject to censorship.) No registration fee was asked from either the sender or addressee. By a back stamp it arrived in Seattle on the 18th.



After considerable correspondence with Ottawa and Vancouver, from Vancouver came the explanation supplied by some of the now retired postal employees. If, on inspection, a letter was found to contain something of value, the letter was to be resealed and registered. No charge was to be made for the registration.

How long this regulation was in effect, there is no data. As to it being in effect in other places the writer has no information. He would be pleased to hear from any person who can add to the present knowledge of this unusual item. Perhaps it is unique in Canadian postal history — a free or three cent registration.

WANT TO TRADE STAMPS with other members of the Royal or correspond on various phases of philately? Use the classified Ad section of the Philatelist to obtain results.

C-S D-A

British Colonies

Jumbo approval books of up to 1000 stamps.

Many elusive singles or sets from our stock of over 80,000 varieties.

All countries arranged in numerical order, Scott's Catalogue.

Request a selection today. References please

W. N. AFFLECK

163 Alexandra Street
OSHAWA, ONT.,
CANADA

THE HANDBOOK ON CANADIAN POSTAL HISTORY

In this issue, we publish the last part of the handbook NOTES ON THE POSTAL HISTORY OF CANADA FROM 1760 to CONFEDERATION IN 1867.

It will be recalled that each part composed of four pages, appeared as a centre spread of our two previous issues (whole numbers 85 and 86), the final part being in this issue (whole number 87).

The pages are numbered separately from the rest of the magazine, 1 to 12, so it will be quite an easy matter simply to remove them from each issue and place them all together.

A couple of pieces of stiff paper or boards, joined together with a piece of masking tape or scotch tape as a spline, **outside and inside,** will make a convenient cover and the handbook can then be placed on the bookshelf with other items of philatelic literature.

Three New Major Canadian Varieties

By K. BILESKI, RPSC 3215



TYPE B



TYPE C: THE FLYING G

Over a period of 6 to 10 years whatever supplies of G overprints on the 10c. Eskimo, 20c. Paper Industry and 50c. Textile were required, were all overprinted with the well known, solid, sedate "G" listed in Scott's as type "b" to distinguish it from the smaller G type "a" used on the lower values.

Several printings were obviously necessary for the lower values, the use of several numbered and blank plates for all the 1c. to 5c. values show this. As the "G" type slugs are of a softer metal than that used for stamp plates, in time the overprints lost their sharpness and became thicker, producing very definite thin and thick G's on particularly the 5c. value. These, while interesting, are not distinct major varieties. Whether thick or thin the same G was used. In fact there is evidence that when worn too much the G plates were scrapped and replaced with identical G type which in turn proceeded to thicken with use, perhaps to be replaced several more times by the printers.

It is this 5c. value that successfully camouflaged a most important event to all collectors of Canadian stamps all over the world. Quite a few noted the thick and thin G on the 5c. even wrote to stamp magazines concerning the variety. Others pointed out, and quite correctly, that this was merely a stage in the wear and tear of the same G. There was even official confirmation that these 5c. varieties were one and the same.

The larger G's used to overprint the 10c., 20c. and 50c. values showed much slower wear. Quantities required were a great deal smaller. Yet toward the end of 1961 the wear was quite noticeable and the printers decided to scrap the existing G plates for these 3 values (separate sets of 200 subject plates are used for each value).

THEY DID NOT USE THE SAME G TYPE when making up the new plates.

Instead of the old solid square seated G, an entirely different type font was used. It is at once apparent the inside

measurements of the latter are larger while in shape the letter G no longer has the symmetrical curving sweep of the old G. The curve in fact thickens towards the bottom of the letter instead the centre as in the old G. There is a sharper cut towards the vertical lower arm, the serifs of which incline upwards instead of being on the horizontal. The entire letter G has the appearance of "taking off". Good name for it in Western Canada would be; the **FLYING G**, but the more prosaic "Type C" will do.

All of the new 200 subject plates were made up of these new G's. There were no mixtures of type whatsoever.

This type (Scott will no doubt list it at Type "c") was used only for the 10c. 20c. and 50c. values. The $1.00 value remained as it had been.

These major varieties were introduced slowly into postal use as needed. Very likely examination of used copies will show dated copies going back to 1962.

Certainly there are 1963 dated copies, none of course in 1964; as of January 1, 1964 the use of G overprints ceased in Canada and all remaining stocks in government departments have been destroyed.

At some stage in 1963 the new varieties got into the stocks of the Philatelic Agency from whence they were delivered to collectors and dealers all over the world as ordered. We know from personal experience stocks came mixed; old and new types. No mention was ever made by anyone of the existence of this new type and careful examination which would have established the fact that Canada had 3 major new varieties, was never considered for the higher values, merely because the controversy around the thick and thin 5c. value had been settled and if anybody had bothered to remark there seemed to be also a "thin" 10c., 20c., 50c. G it would have been assumed to be the same old argument all over again.

Presumably there must have been a fair sized stock of the new type but it no longer exists having been destroyed by the Canadian P.O. authorities some time in 1964. What does exist was distributed by the Canadian Philatelic Agency and many collectors who had ordered supplies in 1963 will be delighted to learn they have something valuable. The 20c. new type will likely be the rarest, perhaps as scarce as the 50c. Lumbering **O.H.M.S.**, the best hitherto of all regular officials. The 10c. value will be excellent property. The 50c. can be considered to be the "commonest" though most that exist are badly centered, and well centered will command good premiums. Used copies should not be too expensive as some districts must have used these for at least a year.

What these 3 varieties produced in the way of plate block positions is a revelation and it is certain Canadian officials have finished with a flourish as far as plate blocks are concerned, producing blocks that will equal in value other known scarce positions, some perhaps equal to the very rarest of older officials. There are now collectors all over the world who may be unknowingly in the possession of great philatelic treasures distributed to them at face value!

Canadian officials finished up not only with a fine flourish on Dec. 31, 1963, what with the 3 major new varieties and many new plate blocks, they also finished up with a veritable philatelic bombshell.

The Canadian Philatelic Agency distributed something else and this something is of surpassing interest, rarer even than the famous Inverted Seaway. What this is will be fully outlined and illustrated in the next edition of the Canada Basic Catalogue. Complete story will be sent also to the general and philatelic press. In the meanwhile collectors had better take a good hard look at their Canadian official stamps of recent years. It can mean thousands of dollars for something that cost only a few cents.

The Cover

"BLUENOSE II"

By Brian Backman of Halifax N.S.

When the Royal Philatelic Society meets next May at Halifax, chances are that more than one delegate will draw the drapes of his harbour hotel room upon a sight that is sending ripples of pride across the country.

BLUENOSE II, the little ocean-going copy of Canada's famed racing salt-banker of the 20's and 30's will be back in port, fresh from a winter Caribbean cruise, laden with nostalgia for her country's golden maritime era and bound for new voyages as goodwill ambassador and symbol of Nova Scotia hospitality.

It has been thirty years since the 50-cent stamp was issued commemorating the original BLUENOSE's remarkable claim and defence of the International Fishermen's Trophy in challenges with American schooners. The fame of the stamp, still regarded by many as "the most beautiful stamp in the world, "has been almost as enduring as the schooner herself.

The BLUENOSE, which met an ignominious end on a Haitian reef in 1946 as a stripped rum and banana carrier, always has loomed large in Canadian pride and memory. The sentimentality of Nova Scotians for the thoroughbred offspring of their nautical skills crystallized in determination that some day her image should return. So it was that Oland and Son Limited, the famous brewing house in Halifax and Saint John, commissioned the same Lunenburg, N.S. yard that built the original BLUENOSE to create her duplicate.

Only the saltiest eye can detect a difference between the new BLUENOSE and her lost sister, for they are alike in virtually every external dimension. She measures 143 feet overall; she has a 27-foot beam, a 16-foot draught, a mainmast that rises more than 130 feet above the deck, and an 11,000-square-foot expanse of eight canvas sails.

H.R.H.

HOP A PLANE .....

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MARCH 9, 10, 11, 12

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NOTE: The Daniel C. Meyerson Collection of Newfoundland has been sold privately and will not be included in this sale.

Below decks is another story. Fitted with five, handsomely-appointed double staterooms, plus a midships salon that would grace a Monaco yacht, her interior offers the last word in comfort afloat for the charter parties using her during the winter months.

If the ship can claim ready-made affection from Canadians, she is nevertheless logging a clorful story of her own. On her maiden voyage early in January, 1963, she was booked to transport a treasure-hunting party to the legendary gold haunts of the Cocos Islands off the West Coast of Central America. She didn't find the treasure, but she got a rigorous baptism in ship-handling and seaworthiness. Bound on the first leg of the trip to Bermuda and the Panama Canal, she was struck by a mother-hurricane boiling with winds of better than 100 mph that persisted for four days. The seas that broke over her foc's'le head and barrelled down the deck were such that not a man could walk from one end of the ship to the other. Her skipper, 48-year-old

Ellsworth Coggins, admitted it was one of the worst storms he had seen. It's a frightening appraisal coming from Captain Coggins, who has been a seaman since the age of 14, and holds a record of command under sail that he highlighted recently as master of Metro-Goldwyn-Mayer's full-rigged film ship, BOUNTY.

Captain Angus Walters, the canny skipper of the original BLUENOSE, was aboard for the voyage. Says Captain Coggins: "About the second day, I went below and passed Captain Walters' cabin. He was in there unbelievingly tapping his own barometer. 'It's still going down," he was saying. 'It's still going down.' "

Said another of the crew: "I've never seen a glass fall that low before."

But the shrouds and sails and Douglas fir spars of the schooner, previously untried, held true as she hove to and rode out the storm — literally without a scratch. As far as Cap'n Angus was concerned, she had passed a test as rugged as any his own vessel had faced (and there were many). He warmly endorses the sturdy tenacity of BLUENOSE II.

That summer, after a tour of several Maritime ports, at each of which she drew thousands of admirers, BLUENOSE II paid a four-day call at Gloucester, Mass. and logged 30,000 visitors to her decks.

In July, she made a rendezvous at Sandy Hook off New York Harbor with dozens of square-rigged vessels, representing as many nationalities and the last of their kind. She joined them in a spectacular sail review on the Hudson River.

She made an odd if compelling sight, that day — her slender, schooner-sheer and fore-and-aft rig beside the lofty, giant square-riggers. But she was not out of place. Never that.

Said a New York newsman who watched the event: "Hell — BLUENOSE II stole the show!"

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R.C.A.F. Franking Stamp

By L. W. SHARPE, RPSC 3557

A collector of war time mail in all its phases, many interesting markings come my way. One of the most interesting that I have been unable to get any information on and would very much like to obtain some, is illustrated. I have never seen another.



It was apparently in use in England, though I may be wrong in the assumption. It is in black, a rubber stamp, no other markings on the cover.

As the illustration is not too plain, I will give the wording of it. At the top "OVERSEAS H Q R C A F" while at the bottom it reads "FRANKING STAMP". In the centre of course, is the emblem of the R.C.A.F.

Book Reviews

A HANDBOOK FOR FIRST DAY COVER COLLECTORS

This Handbook, published by the American First Day Cover Society, has been designed to answer the multitude of questions on First Day Covers with which the A.F.D.C. is inundated every year, and was written for both the novice and the expert.

Within the book's pages will be found answers as to how, what, where, when and why of cover collecting. Every possible category is discussed, from the basics of starting in this field to the complex specialties of advanced collectors. It will help everyone to explore and really enjoy the hobby.

The Handbook was written by Monte Eiserman of Tulsa, Oklahoma, with the collaboration of seven FDC authorities. Profusely illustrated, with glossary and servicing instructions.

This FDC is priced at FIFTY cents, postpaid, and can be obtained from the AFDCS, Route #1, Bellevue, Ohio 44811.

* * *

A NEW LOW-PRICED ALBUM OF WORLD STAMPS FOR THE BEGINNER

The all new Family of Nations Album, priced at $1.00, is a happy blend of quality editing, outstanding features and Scott know-how that has produced a superior world stamp album.

Compiled with the new collector always in mind, the Scott editors have added two special sections, "Getting To Know Your Stamps" and "Collector's Guide" which will not only answer many questions a beginner might have but will also serve as a basic introduction to the art of philately. Scott's Family of Nations album has a host of features, such as an up to date 2-page reference map, a sequence of countries listing, a stamp identifier and each page has been perforated and marked for punching so that the collector may expand or supplement his album as desired.

Scott's Family of Nations World Stamp Album has spaces for over 5,000 issues and will be supplemented regularly.

* * *

1965 STAMP COLLECTOR' ANNUAL

Edited by Tom Morgan. 96 pages plus cover. Published by HARRIS PUBLICATIONS LTD., 27 Maiden Lane, London, W.C.2. England. Price: 5/-d. 85 U.S.A. cents, 3 DM.

Rarely has there been such a variety of features packed between the covers of the bright and breezy Annual. David Gentleman explains how he designed Great Britain's Shakespeare stamps; Postal History is covered by the story of Tristan da Cunha; background material is provided for Mali and its stamps.

L. E. Scott discusses the best designs of 1964 and for thematic collectors there are articles on Skating on Stamps, and the Heraldry Stamps of Moçambique while collectors of Postmarks will revel in Postmarks of the Greek Islands.

Reference material includes an alphabetical listing of the world's Philatelic Agencies, a currency guide, philatelic Societies listed by county Federations, Study Circles, Specialist Publications and much else.

This is certainly one of the best of the series of Annuals Harris Publications Ltd. have produced.

CANADA OHMS OFFICIALS

These Canadian stamps, over-printed "OHMS" and "G", and perforated "OHMS" are an interesting group of 732 varieties. A representative collection may be acquired at a reasonable cost.
These are illustrated, and fully described in the Wrigley Catalog, at $2.00. The 61 page Album, at $3.00 is indispensable.
To beginners I offer 48 var. for $5.00, or 75 var. for $10.00
To advanced collectors I offer selections on approval, or request your wantlist.

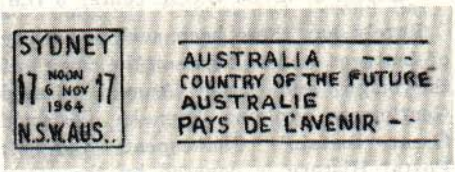
Canada Revenues B.C. Telephone Franks complete from 1931 to end 1959 inclusive, 87 Stamps, cat. $17.25 for $4.40.

ROY WRIGLEY
2288 Bellevue Ave., West Vancouver, B.C.

THE MAIL BAG

BILINGUAL AUSTRALIA!

Sir:—I am enclosing a tracing of a letter I have just got from Australia. Thought it might be of some interest at the present time. I wonder what brought that on. I am going to write the PM in Sydney and find out. But thought you might like to put some mention in the Philatelist.



GEORGE H. POTTS,
Halfmoon Bay, B.C. RPSC 7325

A REAL FIND

Sir:—With reference to the recent 8¢/7¢ stamp, I enclose herewith an item which may be of interest to our readers.

It will be noticed that the two left hand stamps at the lower left corner do not show the "8" surcharge. This item came from a complete sheet which I ordered at the Philatelic Agency at Ottawa. Although I have looked at this



sheet several times since receiving it, I only noticed the missing 8 and bars quite recently.

I am exhibiting the piece at the Society's Convention at Halifax in May.

W. F. BALCOM,
Saint John, N.B. RPSC 7170

(Member Balcom sends us a cutting from the Saint John Times-Globe, in which he gives the story of the find and, asked what he was going to do with this rare stamp, he answered "Keep them in a safe place for a long period of time".

—Editor)

ANOTHER ODDITY

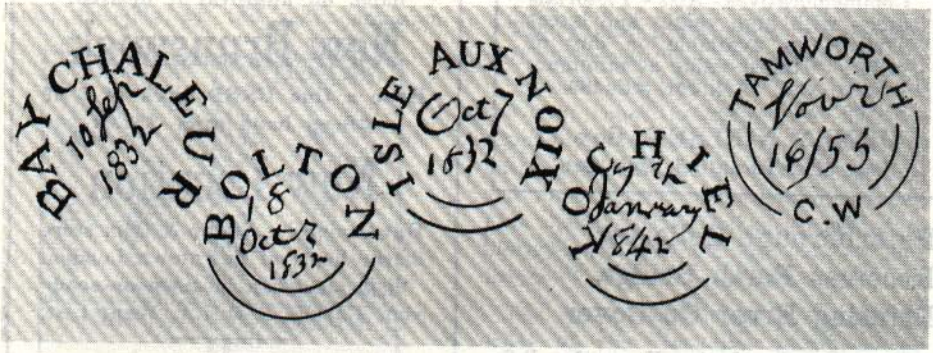
Sir:—Enclosed you will find two photographs of the left lower corner Victoria Centenary stamp. Due to a fold in the paper, a portion of the central reproduction of the Victoria stamp is missing when the fold is unfolded. Fold-



(Continued on next page)

Some Interesting Postal Markings

By FRANK W. CAMPBELL, RPSC 7691



Bay Chaleur ((illustrated) is copied from the J. N. Sissons, December, 1964, catalogue, and sold for $50.00. It is the only known copy of an 1828 order to a Birmingham, England, instrument maker. 105 places were to be furnished with this undated, no-province, style of serif letter postmark. The whole group furnished is not known, but 92 definite places have been located on covers. Bolton is very scarce, and I own the Lochiel on cover.

Serif letters were seldom used in marks after 1846, and the Tamworth is a sample of gothic type ,write-in date, of which hundreds were furnished. A write-in date instrument cost one shilling, type-dated ones cost one pound.

The 1828 group of instruments arrived at Halifax on June 14, 1829. At least four of the group had mistakes in spelling, which were corrected after a year or so of use—they being Chippawa, Gananoque, Napanee and Yamaska.

For another research problem I would like pencil tracings of the N.W.T. postmarks of the offices opening between 1876 and 1882, but postmarks were often used for years after 1882. Blake, Bridge Creek, Desford, Eden, Littleton, Milford, Oak River Osprey, Petrel, Salisbury, Strathclair, Touchwood Hills, and Wellwood. All must have N.W.T.

And I wish to buy a Postal Guide of 1900 or 1901 dates.

Two of my basic sources for Canada postal data are the "Quebec Almanack" lists of 1780/1837, and Walker & Miles Atlas for 1875. This Atlas has every post office in all Canada correctly mapped with the road system added. Tackaberry's Atlas of the same 1875 date has the post office sites on the exact road corner or other site, but it is not so detailed for the Maritime provinces.

A valuable old time lot of missionary society letters and episcopal records helped L. S. Crosby in Prince Edward Island research. Another such lot helped me in regard to Western Quebec in the 1840 era.

Now it's your turn to look into odd corners for postal data!

MAIL BAG ..... from page 94

ng back the fold in position, the missing porton reappers, but this time the lower left corner inscription is masked. Undoubtedly, this was due to the use of two different plates, since the stamp is bicoloured. The stamp was picked up at a local post office by a non-collector who went in to purchase one stamp.

A. W. GYORFI, M.D.,
Sydney, N.S. RPSC 7276

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COLLECTION BUILDER
All different, "Round The British Commonwealth of Nations". Large variety including West Indies and many other popular countries. Commemoratives - Airs - Pictorials etc. - with high values and latest arrivals as available on day of order. Utmost value at minimum cost to you. Ask for #C/489. $10.00.
HENRY NIELSEN, Box 11
Sta. "F". Toronto 5, Ont. Can.

Peterborough Collector Receives Forth Bridge Printing Error On Cover

John Grace, of the Kawartha P.S., sends us a photo of a couple of covers received by Mr. Charles B. Gardiner, also a member of Club, showing the missing blue band on the recent Forth Bridge Stamp issued in Great Britain.

The lack of the blue band will be clearly noticed in the top right hand stamp of the two covers shown below, when compared with the lower left stamp.



The stamps were purchased at Dunfirmline, in Scotland, the postmaster of which states that only twenty or thirty of these errors were sold through his post office.

It is interesting to note that Mr. Gardiner did not notice the absence of the blue band when he received these FDSs. It was only later that his correspondent wrote to him on September 11th asking him to check the covers he had received.

Canada .05 Beaver
Have a few choice copies on hand, on approval if desired.
New Brunswick
Have a fine USED block of 6 of #6 on hand price $35.00
New Location
Have opened a Stamp & Coin store in the heart of downtown London. Visit me when in town or send your Canada & B.N.A. Want List.
N. R. Hendershott
11 TEMPLE ST.,
LONDON ONTARIO
"When you think of Canada — Think of me".

Queen's Visit Stamp Voted Most Popular In 1964

The stamp which Canada issued in honour of Her Majesty's visit last year headed the list in the London Free Press Stamp Popularity Contest, it was announced recently.

Out of 1,034 votes cast from Canada, plus a sprinkling from the U.S.A., N.Z. and England, the Queen's Visit stamp was easily the first. The Ontario and Quebec Flower stamps came second and third respectively. The 8/7 surcharged stamp was easily last.

The winner was Mrs. Dorothy Carr, of Cornwall, Ont., the second and third being, respectively, R. J. Galbraith and C. W. Young, both of Belleville.

It is interesting to note that not one of our Canadian stamps of last year appeared among the Ten Best Designs shown on another page, although Canada has figured therein from time to time in other years.

CANADIAN EASTER SEALS, 1965

Canadian Easter Seals for 1965 continue the "story-telling" approach begun in 1963, with each of the forty seals showing an activity of crippled children made possible by the seal campaign.



Three designs have been replaced or altered, some changes in position have been made, and the colour changes to orange and blue.

The stylized lily appears on each seal, with the words "Help Crippled Children" in French and English. This year, for the first time, the theme seal used on supporting material such as billboard posters, appears in both the upper left and upper right corners of the sheet. This change is intended to accommodate those Provinces which mail out only half sheets of seals in their campaign.

The seals are printed in Canada by order of the Canadian Rehabilitation Council for the Disabled. Collectors interested in obtaining sheets, blocks or single stamps, both perforate and imperforate, for this or earlier years, are invited to obtain information on contribution or cost from Bert L. Baulch, Box 176, Cooksville, Ontario, Canada.

NORTH TORONTO S. C. EXHIBITION

This active and progressive club is holding its 22nd Annual Exhibition on March 13th and 14th. This, Toronto's largest and best annual stamp show, will be held at North Toronto Memorial Gardens, 180 Eglinton Avenue West. On Saturday, March 13th the show will be open from 1 to 10 p.m., on Sunday from 1 to 5 p.m. Admission is free and each visitor will receive a "Surprise Package", also free.

This year a number of visitors are coming from Buffalo and are bringing with them at least 50 frames of excellent calibre, none of which has been exhibited in Canada previously.

The Club's own members are exhibiting some very fine displays also, which will include, Canadian R.P.O's, special classification of Canadian cancellations, Denmark - Faroe Islands, Gold Coast, Swaziland, Malta and many other countries.

Out-of-town visitors wishing to stay over on the Saturday night may obtain a reduced rate at the Westbury Hotel. To obtain the reduction contact the Publicity Chairman, G.D.D. Cole, 25 Lascelles Blvd., Apt. 1214, Toronto 7. Phone HU 3-7381.



At the Greater Victoria P.S. Exhibition last fall: L to R: A. W. Teare (Treasurer), V. L. Eardley-Wilmot, V. N. Bigwood and the Hon. Pearkes, Lieutenant-Governor of British Columbia, who exhibited some of his collection.



R.A. STAMP CLUB — Dr. Geldert, President of the R.P.S.C., receiving the Nicholaus Shymko Memorial Plaque from Ralph Mitchener, Past President of R.A. Stamp Club, Chapter No. 41. This Trophy, for annual Airpost competition, was jointly subscribed to by the Ottawa Philatelic Society, Quinte Stamp Club, Edmonton Stamp Club and R.A. Stamp Club, to honour their late member, killed in a tragic highway accident in 1964. In centre L., Colin Bayley, Drector, and R., Walter Anderson, Secretary of the Society, look on with a great deal of pleasure.

NICHOLAUS SHYMKO MEMORIAL PLAQUE

Just recently, Dr. G. M. Geldert, as President of the Royal Philatelic Society of Canada, was presented with the Nicholaus Shymko Memorial Plaque to be used for the best Airpost Exhibit at the Annual Convention and Exhibition of the Society.

"Bick" Shymko was an army officer stationed in Ottawa, who retired last year and decided to move to Vermillion, Alberta, where, as a lawyer, he would practise his profession. During his trip by car, he and his family were completely wiped out in a tragic highway accident.

"Nick" was a member of the R.P.S.C. and also of the Ottawa R.A. Stamp Club, Ottawa Philatelic Society, Quinte Stamp Club and Edmonton Stamp Club. To commemorate his memory, the four clubs, all chapters of the R.P.S.C., clubbed together and presented the plaque for annual competition. Airposts were "Nick's" love and no better category could be picked for this award.

New Canadian Fellows Of The R.P.S.L.

We learned recently that the Royal Philatelic Society, London, has appointed a number of new Fellows, among whom are five members of the Royal Philatelic Society of Canada. Four of these are Canadians: J. A. Calder, A. G. Fairbanks, A. H. Hinrichs and A. H. Christensen. The fifth Fellow is J. Miller Allen, of Lisburn, Northern Ireland.

To all these new F.R.P.S.L. our sincere congratulations on a well-deserved honour.

YOUR SALES DEPARTMENT

Our last article brought in a fairly good response, and we heard for the first time this year from old friends (clubs and collectors). Newcomers to the Circuit kept us going full speed for sometime filling their requests, or having to say with regret that we could not help. Nevertheless we are feeling quite elated knowing that to 90% of the requests we could say yes; and within forty eight hours of the receipt of a letter the books were on their way.

Still we feel that we could supply a greater number of our members and books are available for the asking. If we can't help you, we'll let you know; if we have it in stock, you'll get it without delay.

TO THE NEW MEMBERS WHO JOINED THE CIRCUIT LATELY:

I find that in most cases when you returned the books, you did not state if you wanted anymore, and when. Please let me know. It is impossible to contact each one of you each time to find out if you want a Circuit.

The general information on foreign stamps which follows may be of interest to the increasing number of foreign stamp collectors in the Society.

Two years ago we were in Europe, and as a member of some philatelic societies, and through the friendship and courtesy of some of our foreign friends, we had the pleasure and opportunity to attend meetings in Switzerland, France and Belgium.

Our stamp collecting habits are different from those of Western Europe. Based on five years experience in handling the Sales Circuit, the number of collectors who are simply interested in only Canada and nothing else is surprising. In Western Europe they also collect their own country first, but the similarity ends there as I found very few one country collections. Besides their own country, in practically every case, collectors would have collections of one or more country of a high recognied philatelic standing, which included all specialized side lines of those countries.

With the arrival in Canada of more than one and a half million immigrants since the last war, the trend of collecting in this country is gradually growing from one country collection to two or more countries.

To all of us with limited means many a time we have to look twice at the price before deciding whether our finances will stand the strain of getting such and such an item that would look like a masterpiece in our albums. Very few have unlimited amounts at their disposal and when I look at some of the prices in the Circuit books I see bargains compared with the prices asked for in Europe today. Compared to our thirty or forty million printings of our commemorative issues, their limited printings of one to ten millions for commemoratives and a million or less for semi-postals, plus their popularity due to the very attractive stamps, all makes for a quick disappearance of these issues.

In proportion to population, the number of collectors in Canada is far less than any country of Western Europe, and prices there are much higher than here. The time when European stamps can be bought at a fraction of catalogue is fast disappearing, and catalogue prices today are to a great extent the actual selling price.

H. GAUTHIER.

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Ottawa 7, Ont.

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Ottawa cancel, next 10 — $2
Unaddressed, backstamped Chelsea for forwarding postage
Stanbridge Stamps
CHELSEA, QUEBEC
first for Canada - first for service

CHAPTER MEETINGS

NOVA SCOTIA STAMP CLUB

HALIFAX, NOVA SCOTIA
Established 1922
First Affiliate of the R.P.S.C. (1934)
Meets 2nd Tuesday of the Month
SCHOOL FOR BLIND
Secretary : Charles Morshead
1541 Le Marchant St.
Halifax

CALGARY PHILATELIC SOCIETY

MEETS 1st and 3rd TUESDAYS
SOCONY MOBIL OIL BOARDROOM
at 8.00 p.m.
President: E. C. Godfrey, Phone CR 7-3514
Treasurer: Mr. H. N. Bennett, Phone CH 3-0671
Secretary: J. M. Devlin, Phone CH 4-0320

● VISITORS WELCOME ●

EDMONTON STAMP CLUB

First and Third Mondays at the
MACDONALD HOTEL
President: R. L. Stone 9351 - 83 St.
Secretary: E. J. Christensen Box 399
EDMONTON ALBERTA

LA SOCIETE PHILATELIQUE DE QUEBEC

(CHAPTER No. 40)



Meets in the Library of L'Institut Canadien de Québec 40 Saint-Stanislas St., Québec
First & Third
Wednesdays of the month at 8.00 p.m.

LONDON PHILATELIC SOCIETY

Established 1892

Meets alternate Tuesdays from Sept. 22 to Dec. 15 incl. and Jan. 5 to May 18 at the
SHUTE INSTITUE
10 Grand Ave.
VISITORS MOST WELCOME

TORONTO STAMP COLLECTORS' CLUB

Established 1892
Meetings:
1st and 3rd Thursdays—8 p.m.
PARK PLAZA HOTEL
● VISITORS WELCOME ●
Secretary: B. K. HAYWOOD
66 Hillholme Rd. — Toronto 7

WEST TORONTO STAMP CLUB

Established 1935
ANAVIC HOTEL - 2080 DUFFERIN ST.
MEETINGS:
2nd and 4th TUESDAYS—7.30 p.m.
VISITORS WELCOME



Meetings:
Every Thursday
at 8 p.m.
Juniors at 7 p.m.
Except during the
summer months

WESTMOUNT STAMP CLUB

VICTORIA HALL — WESTMOUNT
● VISITORS WELCOME ●

CANADIAN ASSOCIATION FOR ISRAEL PHILATELY

meet 8:30 p.m.
Second Monday of each Month
(except July and August)
at
YMHA, 4588 Bathurst St.,
Willowdale
— VISITORS MOST WELCOME —
Information: 633-7230; OX. 1-3813

LAKEHEAD STAMP CLUB

(RPSC Chapter No. 33)
Meets Second Tuesday and Last Friday of each month in
LAKEVIEW HIGH SCHOOL
Visitors Always Welcome
B. SOMERTON, Secretary-Treasurer,
334 Lillian St., Port Arthur, Ont.

● SPECIAL LOW RATES FOR LISTING CHAPTER MEETINGS ●

CHAPTER MEETINGS

OTTAWA PHILATELIC SOCIETY

MEET 8.00 P.M.
THURSDAYS
CHATEAU LAURIER
Secretary:
COLIN H. BAYLEY
400 Friel St., Ottawa
VISITORS WELCOME

NORTH TORONTO STAMP CLUB

CHAPTER 5 OF THE ROYAL
Meetings at 7.30 p.m. on
SECOND and FOURTH THURSDAYS
(except in July and August)
— at —
DEWI SANT WELSH UNITED CHURCH
33 Melrose Avenue
VISITORS WELCOME

WINDSOR STAMP CLUB

WINDSOR, ONT.

Meetings
First and Third
Mondays, 8 p.m.

YOU ARE CORDIALLY
INVITED
TO ATTEND

EAST TORONTO STAMP CLUB

meetings at the East York Y.M.C.A. Coxwell & Cosburn, on the 2nd and 4th Wednesdays of each month.

Raymond Reakes, Secretary
188 Woodmount Avenue, Toronto 6

GREATER VICTORIA

PHILATELIC SOCIETY

Meets EVERY FRIDAY, at
725 Courtney Street, Victoria, B.C.
President: GEORGE GRANT
Secretary: MRS. J. H. TURNER,
29 Cambridge
VISITORS WELCOME

Coming Events

MARCH 13 - 14 — NORTH TORONTO STAMP CLUB — Annual Exhibition and Bourse—North Toronto Memorial Gardens, 180 Eglinton Ave. West, Sat. 1 to 10 p.m., Sun. 1 to 5 p.m. Exhibition Chairman, Don McCall, 12 Cartier Crescent, Scarborough.—Visitors Welcome.

MARCH 27 — KAWARTHA STAMP CLUB, Peterborough, Ont. Annual Exhibition at the Lions' Club Centre, and Annual Banquet. Details in the next issue.

APRIL 3, 1965—KITCHENER-WATERLOO P.S., Annual Exhibition at the Eastwood Collegiate Institute, Kitchener. Exhibition Chairman, Mrs. R. B. Gillrie, 630 Rockway Dr., Kitchener, Ont.

APRIL 10 — OXFORD PHILATELIC SOCIETY, Annual Exhibition and Bourse, at Woodstock Y.M.C.A. Gymnasium, 1 to 9 p.m.—Exhibition Chairman, J. M. Kitchen, R.R. 6 Woodstock, Ont.

MAY 1 — OTTAWA, Annual Exhibition of R.A. Stamp Club.

MAY 6-9 — UNION PHILATELIQUE DE MONTREAL, Exup X 1965, at the Palais du Commerce, 1660 Berri, Montreal. First Provincial Philatelic Exhibition. Particulars from the U.P.M., Box 398, Montreal 3, P.Q.

MAY 13 - 15 — RPSC ANNUAL CONVENTION, Nova Scotian Hotel, Halifax, N.S.

NOVEMBER 6 — LONDON PHILATELIC SOCIETY, Annual Exhibition and Bourse, at Cronyn Hall, St. Paul's Cathedral.

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WANT TO TRADE STAMPS with other members of the Royal or correspond on various phases of philately? Use the classified Ad section of the Philatelist to obtain results.

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.

New Members

8310 The Librarian, Johannesburg Public Library, Market Square, Johnannesburg, Transvaal, South Africa.

8311 Over, Miss Margaret, 668 Wavell Ave., Ottawa 13, Ont.

8312 Wilson, Richard S., Apt. 5F, 144 East 84th St., New York, N.Y. 10028

8313 Merman, Joe, 801 West End Ave., New York, N.Y., 10025

8314 Fawcett, Walter I., 341 Pearl St., Port Arthur, Ont.

8315 Hermanson, V. Walter, 153 Peter St., Port Arthur, Ont.

8316 Lozinski, Miss Albie, 422 N. Algoma St., Port Arthur, Ont.

8317 O'Higgins, Dara, Apt. 501, 175 Bronson Ave., Ottawa 4, Ont.

8318 Pirozynski, Dr. W. J., Apt. 25, 4804 Côte-des-Neiges Rd., Montreal 26, P.Q.

8319 Neuman, Len, 10408 - 76 Ave., Edmonton, Alta.

8320 Roberts, Frank, Box 42, Westlock, Alta.

8321 Toop, E. R., 1 Arcturus Ave., Ottawa 7, Ont.

8322 Cole, Jack, 66 Ridelle Ave., Toronto 19, Ont.

8323 Llewellyn, George B., 137 Clearview Ave., Huntington Valley, Pa.

8324 Logan, S/L A. S., Box 336, RCAF Station, Summerside, P.E.I.

8325 Gill. Milton J., 2514 Blain Ave., Saskatoon, Sask.

8326 Guidolin, Miro J., Box 144, Drumheller, Alta.

8327 Tucker, Ronald William, Vineland, Ont.

8328 Dumont, Roland J., 6814 LeConte Ave., Cincinnati, Ohio, 45230

8329 Peterman, James F., 4601 Taft Rd., Kenosha, Wisconsin

8330 Wrigley, Roy, 2288 Bellevue Ave., West Vancouver, B.C.

8331 Davey, C. M., Box 23, Harrow, Ont.

8332 Oleksiuk, Dr. Stanley, 1948 St. Mary's Gate, Windsor, Ont.

8333 Beveridge, Alice C., Apt. 1, 149 Proctor Place, Regina, Sask.

8334 Wood, Mrs. Jane L. E., Apt. 306, 2818 Bayview Ave., Willowdale, Ont.

8335 Bushell, George W., 404 No. Turner St., Olympia, Wash. 98502

8336 Kampen, H. M., 621 Langside Ave., Coquitlam, New Westminster, B.C.

8337 Desjardins, J. Paul, 24 Beaverton Ave., Ottawa 5, Ont.

8338 Crane, David B., 1367 Cherry Crescent, Kelowna, B.C.

8339 Hall, John E., 1403 Murray Ave., Fort William, Ont.

8340 Nixon, Arthur C., Apt. 6, 321 St. Vincent St., Port Arthur, Ont.

8341 Schlyter, Carl R., 366 Dawn St., Port Arthur, Ont.

8342 Galway, Paul G., 10418 - 109 Avenue, Grande Prairie, Alta.

8343 Smith, Stanley McC., 6628 First Street, Halifax, N.S.

8344 Fear, R. M., 5261 Kent St., Halifax, N.S.

8345 Dubé, Raymond, Box 370, Shelter Bay, Saguenay, P.Q.

8346 Mohrmann, Mrs. Margarethe, Speersort 6, Hamburg 1, Germany

Changes of Address

Albrecht, Carl W., Box 9686, Columbus 6, Ohio

Ball, Fred L., 1110 Euclid Ave., Cleveland, Ohio, 44115

Bernhardt, Eric, C/o Sales Directorate, Brown, Boveri & Co., Baden, Switzerland.

Blasius, R. E., 46 Walgate Ave., Ottawa 5, Ont.

Blumenthal, S. A., Scotia Stamp Studio, 428 Barrington St., Halifax, N.S.

Boyd, Dr. Norman O., 1941 Richmond St., Windsor, Ont.

Brady, J. E., Suite No. 8, 1131 Campbell St., Glendale, Calif. 91207

Clement, J. Percy, 3035 Cook St., Victoria, B.C.

Clapp, J. Alston, Jr., M.D., 2625 San Jacinto St., Houston, Texas 77004

Cordes, Leonard D., 5387 King Edward, Montreal 29, P.Q.

De Volpi, C. P., Suite 1710, The Regency, 3555 Côte-des-Neiges Rd., Montreal 25, P.Q.

Dicketts, M. B., Apt. 504, 1230 St. Mark St., Montreal 25, P.Q.

Dickson, Mrs. M. H., 555 Beaconsfield Blvd. Beaurepaire, P.Q.

Dowler, Edwin C., 831 Marmier Ave., Longueuil, P.Q.

Eaglesham, R. J., 766 Knightsbridge Rd., Woodstock, Ont.

Gear, William W., C/o Marvel Products Ltd., 8495 Devonshire Place, Montreal 9

Hedley, R. P., 1319 Fairfax Ave., North Tonawanda, N.Y.

Hendershott, Norman R., 11 Temple St., London, Ont.

Hollway, John W., 11 Calistoga Rd., Kennebecasis Park, Torryburn, N.B.

Moffatt, William G., Hickory Hollow, R.R. No. 3, Ballston Lake, N.Y. 12019

Moser, H. W., 372 King's Highway West, Haddonfield, N.J.

MacLennan, Rod, 33 Willow St., Truro, N.S.

McKanna, Alan G., 248 Markland Drive, Etobicoke, Ont.

Organ, H. C. K., P.O. Box 115, Knowlton, Brome Co., P.Q.

Pye, R. L., C/o Park Lane Gallery, Suite 104-105, 36 Yonge St., Toronto, Ont.

Rigby-Hall, Brian S. W., 31 Richmond Hill, Bournemouth, Hants, England.

Ross, Miss Beverlee J., 13251 - 35th St. N.E., Seattle, Wash., 98125

Siegel, Robert A., 10 East 52nd Street, New York, N.Y., 10022

Smith, P. L., 23 Robin Hood Rd., Islington, Ont.

Stanhope, William, 1024 Pendergast Ave., Victoria, B.C.

Stanley, W. J., Box 692, Brantford, Ont.

Storhaug, Arthur N., 213 Duluth, Box 127, Thief River Falls, Minn.

Sutherland, Ian A., 172 Simpson St., Sault Ste. Marie, Ont.

Todd, Corporal C. Edwin, 169 Collier St., Barrie, Ont.

Webber, Sid., Apt. 36, 342 Island Highway, Victoria, B.C.

Wyllie, W. J. E., 1738 - 9A St. S.W., Calgary, Alta.

Wyse, Robert N., 1228 Preston Ave., Quebec 6, P.Q.

The Honour Roll

The following members of the Society are hereby given recognition for their contributions to the progress of the Society in sponsoring the addition of new members or chapters for the year 1965:

Anderson, Walter, Ottawa (4)
Asbury, W/C, W. B., Summerside, P.E.I.
Assad, William J., Ottawa
Bileski, K., Winnipeg
Canham, H. E., Regina
Christensen, E. J., Edmonton (2)
Curtis, Wayne R., St. Lambert, P.Q.
Fyvie, Dave, Holberg, B.C.
Geldert, Dr. G. M., Ottawa (3)
Geldert, Mrs. Phyllis, Ottawa
Hambleton, G. R., Vineland, Ont.
Jamieson, R. H., Thornhill, Ont.
Lakehead Stamp Club #33 (6)
Lamouroux, Louis M., Toronto
Plachta, M. V., Montreal
Reiche, Hans, Ottawa
Richardson, Ed., La Marque, Texas (3)
Robinson, J. J., Calgary
Saunders, H. T., Ottawa (2)
Sinasac, Roy L., Harrow, Ont.
Storhaug, Arthur N., Thief River Falls, Minn.
Taylor, Dr. W. A., Windsor, Ont.
Thompson, George C., Halifax (3)
Walburn, H. G., Okanagan Centre, B.C.

ORAPEX 1965

The Ottawa Civil Service Recreational Association's Stamp Club, in conjunction with the Ottawa Philatelic Society and stamp clubs in Eastern Ontario, will stage its fifth annual stamp exhibition on May 1 and May 2 at the RA Centre. It will be known as ORAPEX 1965.

Collectors may participate in this exhibition through their local clubs. Anyone who is not affiliated with a stamp club should write to Paul Desjardins, Chairman of the exhibition committee, 24 Beaverton Avenue, Ottawa 5, Ontario, for a copy of the prospectus, regulations, and entry blanks.

There will be a Court of Honour, made up of choice selections from prominent collectors. It will also include exhibits by the United Nations Postal Administration and the Canadian Post Office Department.

Members of the committee making arrangements for this exhibition are: Paul Desjardins, chairman; Mrs. Norma Gilmour, secretary; Bill Assad, auctioneer; Miss Marg Over, treasurer; Lorne Bentham, publicity officer; Major Ralph Purser and Miss Jeanne Toussaint, supplies; and Herb Saunders, president of te RA Stamp Club, ex-officio.

COMPETITION from page 81

Post Office Department, on behalf of the contestants, by the L.P.S.

Winners will be announced by the judges at a special L.P.S. meeting, on Friday, 25 June, at the London Art Museum, at 8 p.m., when the best designs will be on display.

Closing date for entries is 9 p.m., Friday, June 11th, 1965, at London. Ont. Full details and entry forms don Philatelic Society, P.O. Box 216, London, Ont.

Year Book Correction

7344 MacLean, Colin A., 303 Vansittart Ave., Woodstock, Ont.
(street number corrected from 305)

Deceased

H. L. Green, San Francisco

Chapter Changes

Chapter No. 46—Niagara Philatelic Society
Chapter Representative
F. Lind Somerville, 2369 Orchard Ave., Niagara Falls, Ont.

Chapter No. 49—Kingston Stamp Club,
Chapter Representative
H. J. Dick, President
148 Florence St., Kingston, Ont.

Chapter No. 57—Lethbridge Philatelic Society
Chapter Representative
Dr. C. H. Chapman,
301 Post Office Bldg.,
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