

THE PRESIDENT'S MESSAGE

Upon looking over the sponsors of the new members during this last year, I find the same sponsors time and again. Surely every member has a friend that he would like to see join our Society. On page 2, you will find an application blank, nothing would please the Directors or your Society more than to have you send in the application of a friend this week - in fact, tonight.

I trust the members will be interested to know that our Society has extended an invitation to the American Airmail Society to hold their 1940 Convention & Exhibition in Toronto. Two of the members attended the 1939 Convention in Cincinnati, Sept. 1, 2 and 3, and personally presented the invitation to the members of that Society.

As the War clouds were very heavy on those dates the invitation was referred to their advisory board for further consideration.

NEWS FROM THE PHILATELIC PRESS.

From the pen of A.C. Johnson, in the Emco Journal, we learn that there are two dies in Newfoundland 205 and 207 and at least three in #234. The differences are as follows:

- Die 1-#205 - Stamp is dark green and has a blurred appearance; there is a dot in the 'o' of the word 'two'.
- Die 2- 205 - The stamp is a lighter green and is sharp and clear; there is no dot in the 'o' of the word 'two'.
- Die 1-#207 - The stamp is usually a deep reddish violet and the hair on the bottom of the caribou's tail is short.
- Die 2-#207 - The stamp is usually a lighter reddish violet, and the hair is long and shaggy on the caribou's tail.
- Die 1-#234 - The stamp is a light orange brown, and the King has a white appearing face; no dots on the nose.
- Die 2-#234 - This stamp is a darker orange brown and the King's face is shaded but there are no dots on the nose.
- Die 3-#234 - Same as die 2, but dots appear on nose. The King looks as if he had the measles.

In #234, Mr. Johnson found Die 2 to be most common in their stock of used stamps, but would not hazard a guess as to the scarcest in unused stocks.

There has been a series of articles by Mr. George S. Hill in three or four recent issues of "Stamps", on the subject of The U.S. Steam Packet Overseas Mail Service. There are several illustrations and these articles should be of interest to all packet boat cancellation collectors.

In the same magazine, Mr. Thos. Whitbread lists all Trans-Oceanic Clipper flight covers to date, with correct dates of back stamps and information regarding cachets. Also Mr. J. Harold Cobb lists a specialized collection of all the Zeppelin flights.

From the Editor of "Canada Corner" we learn that our member Senator J.A. Calder, has published in "The London Philatelist" the official organ of the Royal Philatelic Society, some of the findings resulting from the studies by himself and collaborators entitled, "Some Phases of the Canada '59 Issue.

This article was published in the March, April and May issues of the above magazine and we are happy to report it is planned to reprint it in a separate volume soon. The major portion of the article is devoted to the 5¢ Beaver. The re-entries of, and the flaws in this stamp were thoroughly and minutely studied and recorded, 58 of the former were found and 186 of the latter. The authors have not as yet determined the number of plates used to print this stamp but have established that there were 31 separate orders from March 16th, '59, to December 4th '67. Their statement of the numbers printed is approximately 7,000 higher than the number given by Jarrott. The new article gives the established figure as 39,800,000.

We understand that the Lindquist Publishing Co. of New York have acquired the publishing rights for the above volume.

We beg to re-open the subject of plate numbers of the King Edward VII Canadian issue. Last year we reported Plates #1 and 2 only for the 5¢ value. A Detroit collector has stamps from plate #6. Has anyone stamps from Nos. 3,4 or 5, or any higher number than 6. Also we would like to know of the existence of stamps of the 1¢ value from a plate number higher than #72, and of the 2¢ value higher than #86.

Collectors of the early issues of Great Britain should find a series of articles which have been running in "Stamps" since July 8th of much interest. The title of the article is "Philately's Number One" and is the joint effort of two prominent U.S. collectors.

PROPOSALS FOR MEMBERSHIP

Mr. Dudley R. Ward	5 Norwood Rd., Toronto	by Mr. Cafley
Mr. Herbert F. Nicolle	133 Lappin Ave., Toronto	by Mr. Cafley
Mr. Douglas B. Armstrong,	"Editor" "Stamp Collecting" London, Eng.	by Mr. Buckland
Mr. C.N. Begin,	Box 125, Station "B", Quebec City, Que.	by Mr. Buckland
Mr. H. B. Mahon	5 Phulond St., Halifax, N.S.	by Mr. R.M. Heenan

Objections to the admission of an applicant must be made in writing to a member of the Board, who will report such objection to the Board. Such objection must be filed within fifteen days of the mailing of this Bulletin.

THE ROYAL TRAIN CANCELLATIONS

The earliest time on a First Day Cancellation is 5 a.m. May 15th. Kindly add to the list in the last Bulletin the following types and dates:

May 19th - Machine English	June 3rd - Hand Stamp English
May 22nd - Machine English	June 6th - Hand Stamp English
June 1st - Hand Stamp English	June 12th- Machine English (This should
June 14th- Machine English	be scarce as Royal Train was in Quebec
	Province.

UNITED STATES ROYAL TRAIN CANCELLATIONS

We noticed in an advertisement of U.S. Royal Train Covers in a U.S. magazine that the dealer stated that covers dated other than the date of the Royal Visit to Washington were just souvenirs as they were cancelled as a favour to collectors after the Royal Party had left the city. We quote below from the Official notice of the U.S. Post Office and a letter from the Office of the Second Assistant Postmaster General, under date of August 23rd, 1939.

The Official Notice stated that covers would be postmarked Royal Train R.P.O., U.S.A. and must be mailed to arrive in Washington not later than June 10th. No special cachet will be used and the covers will not be actually transported on the Royal Train.

The letter from the office of the Second Assistant Postmaster General under date of Aug. 23rd puts the U.S. Royal Train Covers on a par with the Canadian Royal Train Covers.

"The Post Office in a car on the pilot train was in charge of our officials from the time entered this country at Suspension Bridge on June 7th, until its return to Canada at Rouses Point on June 12th. The Canadian cancelling machine in the car was used to postmark covers while in this country, dies fitting this machine having been provided by our Postal Department. Covers mailed on the car would bear the date of mailing which might be June 7th to 12th inclusive.

All covers received in time were run through the cancelling machine in the car at Washington except where the size and shape of the cover required the use of the hand stamp. The Hand Stamp was also used on a few covers which did not reach us until after the pilot train had left the city.

Practically 100,000 covers were received here for the postmark of the Royal Train R.P.O. and all of them except a few received late June 9th or 10th were postmarked June 8th or 9th."

PLATE NUMBERS ON CANADIAN BOOKLET PANES 1930 to 1933 ISSUES

The Plate Numbers are usually on the part of the sheet that is destroyed in the making of the booklets. For some unexplained reason however they appear on the bound edge of the booklets made up by the British American Bank Note Co. in the years 1930 to 1933.

The Plate Number was in such a position that the word plate always came in a different booklet from the figure. Below is a check list of the known plate numbers.

2¢ green, 1930, pane of six,	Plate No. 5	
1¢ green, 1931, pane of six,	Plate No. 4	Pane of 4, Plate No. ???
2¢ brown, 1931, pane of six,	Plate No. 4	Pane of 4, Plate No. ???
2¢ carmine 1931, pane of six,	Plates 4 & 5	3¢ Carmine Pane of 4, Plate No. ???
1¢ green, 1932, Medallion issue,	Pane of six,	Plate No. 2, Pane of Four, Plate No. 1
2¢ brown, 1932, Medallion issue,	Pane of six,	Plate No. 2, Pane of Four, Plate No. 1
3¢ carmine, 1932, Medallion issue,	Pane of four,	Plates No. 1 and 2.

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MEMBERSHIP APPLICATION

Membership Fee \$2.00.

NAME

(Please print in Block Letters)

ADDRESS

I Collect

APPLICANT'S SIGNATURE.....