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PREHISTORIC LIFE IN CANADA: DINOSAURS!

LA VIE PRÉHISTORIQUE AU CANADA : DES DINOSAURES!

Journal of The
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SOCIETY OF CANADA

Revue de la
SOCIÉTÉ ROYALE DE
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93SP16

The Canadian Philatelist
Le philatéliste canadien

Journal of The ROYAL PHILATELIC SOCIETY OF CANADA | **Revue de la SOCIÉTÉ ROYALE DE PHILATÉLIE DU CANADA**

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From the Editor's Desk

by Steve Thorning

As they have done for the past two years, Canada Post Corporation is sponsoring this issue of *The Canadian Philatelist,* as part of the activity to celebrate Stamp Month. We are most grateful for this support, and for the value that Canada Post places on the Royal and this journal.

The editorial content of this issue has been chosen to reflect the richness and variety of Canadian philately. We have seven feature articles, more than the usual number for an issue of this journal, but far less than would be needed to give exposure to all the special studies possible in Canadian philately.

In recent months, the measuring of perforations on older Canadian issues, particularly the Large Queens, has occupied the attention of specialists in these stamps. Steve Menich's article should help to clear up some of the confusion regarding this issue. Few of us can afford to pursue the Large Queens in detail, but most Canadian collectors have puzzled over the catalogue listings, and the fact that perforations on the stamps did not match up very well with the catalogue listings.

Jim Kraemer's article on the Collingwood post office shows how philately can be combined with an interest in local history to produce a fascinating study.

Murray Heifetz and Robert Toombs have produced short articles representing the popular fields of aerophilately and military philately. Our President, Bill Robinson, offers an introduction to yet another popular field and his own specialty, Railway Post Offices.

We are pleased to be able to present the text of a talk given by the late Senator George C. Marler, the noted specialist on Canada's Admiral Issue. This article provides some new insights into the 1926 overprints, and explains well how a specialized study proceeds from the initial idea to its completion.

Kasimir Bileski's article on the Hologram Stamp will appeal to both collectors of modern Canada and Canadian errors and varieties. Mr. Bileski has accounted for 96 of the Missing Hologram Stamps in his article, and doubts that any more will surface. Since the errors were found among stamps sold to the general public, I have a faith that at least one more might be found in bag of unsoaked stamps somewhere, and preferably by a junior collector. I am certain many of us will be rooting through recent accumulations of stamps and covers looking for this elusive item. Someone, somewhere, surely will find one.

The fall exhibition season is now under way, and I urge all readers to support organized philately by visiting the shows in their area. Not all Royal members are involved with local clubs, and I urge those who are solitary collectors to join and support their local clubs, or rejoin if they are former members. The social side of philately is overlooked by too many collectors.

I have received favourable comments about the review of local exhibitions that appeared in the July-August issue, and I intend to repeat the feature for the shows being held this fall. A major purpose of these articles is to provide a forum where new ideas can be exchanged.

Some clubs I know struggle to maintain interest in their exhibitions, while others are prospering. Show organizers should always be prepared to try new things, and to discard or revise those activities that attract little interest. Far too often we hear, "This is the way we always do it." If it doesn't work, throw it out.

And finally, my best wishes to those who will be exhibiting this season. I realize that exhibiting is not everyone's cup of tea, but it should not terrorize anyone. My advice to those who have never shown is to try it, at least once, and why not now? □

THE HOLOGRAM

No need to tell you what country this is from. So far there is only one multiple Hologram stamp in all North America, and Canada Post issued it on October 1, 1992, a dazzling miniature pane of 20 stamps. Ten of these are Holograms.

The two stamp designs symbolize Canada's participation with the U.S.A. in space technology and exploration. Also, for the first time ever a Canadian stamp printer and a U.S.A. stamp printer worked jointly on producing the pane. So it is of considerable interest to all collectors in the U.S.A., any who so far have restricted themselves to U.S. stamps.

Only 500,000 panes were issued. It was an instant success. Within a month supplies vanished in most post offices. After all, had there been only the Hologram on sale the half million issued would have lasted just four days, a normal Canadian postal need.

I am in the market to buy unlimited quantities from anyone who bought larger supplies. If available state number and price wanted. Greatly interested in buying the errors that occurred during printing. I offer $3,000.00 for one certain variety needed to complete a set for a client. Other values urgently needed.

Otherwise I offer these:

1. 10 normal panes — $150.00 US, mailed registered using an 11th complete pane. Complete used panes will be valuable; but am not responsible if any used on package are damaged while in transit.

   (My previous offer of 10 panes for $100.00 is cancelled.)

2. The astonishing two extreme miscuts of the Hologram. One has all 10 Holograms with the Canada map floating high in the sky. Call it the "High Up" variety. The other pane has the Canada map with at least 90% of the populated area missing. I suggest calling it "Low Down," but do invite collectors to send other possible names.

   Both panes — $100.00 US ($120.00 Canadian). Will add to the pair two other varieties and will use a normal pane to mail the lot registered. 5 total.

Above and other varieties will be listed in the Unitrade Canada Specialized Catalog. (Current edition available at $15.00).

P.S. All R.P.S.C. members will get a special rebate on all orders as above. Specify membership number.

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DINOSAUR DIG CONTEST

CONCOURS «À LA RECHERCHE DE DINOSAURES»

OCTOBER is STAMP MONTH

OCTOBRE est le MOIS DE LA PHILATÉLIE

SPOTLIGHTING THE AGE OF DINOSAURS

PLEINS FEUX SUR LES DINOSAURES



INSIDE:

- Enter to win a trip for four to Alberta and go on an actual dinosaur "dig";
- Discover Stamp Month 1993 fun activities across Canada;
- Discover new stamps from Canada, Australia and New Zealand, all featuring dinosaurs;
- And much more!



À L'INTÉRIEUR

- Vous pourriez gagnez un voyage pour quatre en Alberta et participer à une fouille archéologique;
- Découvrez les activités organisées partout au Canada dans le cadre du Mois de la philatélie 1993;
- Découvrez des timbres neufs du Canada, de l'Australie et de la Nouvelle-Zélande représentant tous des dinosaures;
- Et beaucoup plus!



UNEARTH AN EXCITING HOBBY DURING STAMP MONTH 1993!

Join enthusiasts of all ages and discover the joys of stamp collecting during Stamp Month 1993. This International Event celebrates one of the world's most popular hobbies. Over a million Canadians have discovered that stamps offer more than postage. They are terrific ways to learn about your country's greatest achievements or larger-than-life heroes. Speaking of large, this year's Stamp Month theme is really BIG! It's DINOSAURS!

On October 1st, these prehistoric creatures come to life as Canada, Australia and New Zealand all issue colourful dinosaur stamps. Stamp Month is also your chance to win a once-in-a-lifetime trip to a real dinosaur dig in Alberta. And visit over 18 activity centres offering special programming and free Stamp Month giveaways.

For more information on Stamp Month 1993, please contact the National Philatelic Centre at 1-800-565-4362.

DÉCOUVREZ UN PASSE-TEMPS PASSIONNANT DURANT LE MOIS DE LA PHILATÉLIE!

Joignez-vous aux passionnés des timbres de tous les âges et découvrez les plaisirs de la philatélie durant le Mois de la philatélie 1993, événement international célébrant l'un des passe-temps les plus populaires au monde. Plus d'un million de Canadiens ont découvert que les timbres ne servent pas qu'à l'affranchissement. C'est aussi une façon intéressante d'apprendre à connaître les exploits remarquables ou les grands héros de votre pays. Cette année, le thème du Mois de la philatélie est vraiment IMPOSANT : les DINOSAURES!

Le 1er octobre, de magnifiques timbres sur ces créatures préhistoriques seront émis au Canada, en Australie et en Nouvelle-Zélande. Durant le Mois de la philatélie, vous pourriez aussi gagner un voyage de rêve en Alberta et assister à une fouille pour trouver des vestiges de dinosaures. Et n'oubliez pas que plus de 18 centres d'activités offrent une programmation spéciale et des souvenirs gratuits dans le cadre du Mois de la philatélie 1993.

Pour obtenir d'autres renseignements, veuillez communiquer avec le Centre national de philatélie, au 1-800-565-4362.

OFFICIAL STAMP MONTH ACTIVITY CENTRES

Return to a prehistoric age and enter a fascinating world of excitement and entertainment for the whole family at the following activity centres.

Nova Scotia Museum of Natural History
Halifax NS
(902) 424-7353

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(705) 522-3701 1-800-461-4898

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Hamilton ON
(416) 549-9285

London Regional Children's Museum
London ON
(519) 434-5726

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(204) 949-0109

Manitoba Museum of Man & Nature/
Musée manitobain de l'homme et de la nature
Winnipeg MB
(204) 956-2830

Saskatchewan Science Centre
Regina SK
(306) 791-7900

Royal Tyrrell Museum of Palaeontology
Drumheller AB
(403) 823-7707

Dinosaur Provincial Park
Patricia AB
(403) 378-4342

MacBride Museum
Whitehorse YT
(403) 667-2709

Prince of Wales Northern Heritage Centre/
Centre du patrimoine septentrional du
Prince de Galles
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(403) 873-7551

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Vancouver BC
(604) 687-8414

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DINOSAURS

DINOSAUR DIG CONTEST

Win a once-in-a-lifetime family adventure to a real dinosaur dig in Alberta!

GRAND PRIZE: Family trip for four to Drumheller via Calgary to visit the *Royal Tyrrell Museum of Palaeontology*, the Dinosaur Provincial Park and take part in a dinosaur dig. Trip includes: economy return airfare to Calgary, five nights accommodation (two rooms, double occupancy), Tilden economy rental car, $1000 in American Express travellers' cheques, plus a range of very special collectibles and merchandise.

Grand Prize value, approx. $10,000.



SUBSIDIARY PRIZES:

- 50 Dino Prize Packs which include terrific dinosaur albums, T-shirts and activities ($65.00 value)
- 200 Dinosaur Stamp T-shirts ($15.95 value)
- 300 Dinosaur Play Packs ($5.95 value)

TO ENTER: Complete and mail the contest entry form on opposite side of contest rules.

OCTOBRE EST LE MOIS DE LA PHILATÉLIE

CONCOURS

DINOSAURES

CONCOURS « À LA RECHERCHE DE DINOSAURES »

Gagnez une aventure familiale unique, un voyage en Alberta pour mettre à jour des vestiges de dinosaures!

GRAND PRIX : Voyage familial pour quatre personnes à Drumheller, en passant par Calgary pour y visiter le *Royal Tyrrell Museum of Palaeontology*, le parc provincial *Dinosaur* et assister à une fouille en vue de trouver des vestiges de dinosaures. Le voyage comprend : le transport en avion, en classe économique, à destination de Calgary, l'hébergement pendant cinq nuits (deux chambres, deux personnes par chambre), une voiture de location Tilden de catégorie économique, 1 000 $ en chèques de voyage American Express, et toutes sortes d'articles et d'objets de collection intéressants.

Valeur du grand prix : environ 10 000 $.



AUTRES PRIX :

- 50 Dino-prix comprenant de superbes albums, des t-shirts et des activités ayant pour thème les dinosaures (d'une valeur de 65,00 $)
- 200 t-shirts ornés du motif d'un timbre illustrant un dinosaure (d'une valeur de 15,95 $)
- 300 Dino-boîtes (d'une valeur de 5,95 $)

POUR PARTICIPER : Postez le formulaire de participation dûment rempli, qui se trouve au verso des règlements du concours.

CONTEST RULES ◆ RÈGLEMENTS DU CONCOURS

Contest begins September 15, 1993. All entries must be postmarked no later than midnight January 31, 1994. Winners will be selected February 11, 1994. Prizes to be awarded no later than March 8, 1994.

If entrant is under the age of majority, this entry form must be signed by a parent or guardian.

This contest is open to residents of Canada with the exception of the employees, representatives and agents of Canada Post Corporation, co-sponsors and other participating organizations, their advertising agencies, the suppliers of materials/services used in the contest, the prize suppliers, and those with whom they are domiciled.

No purchase necessary. Enter as often as you like. Photocopies of form individually filled out are acceptable. (Duplicated forms not accepted.) The odds of winning depend on the number of entries received. Winners must accept the prizes awarded, no cash value or substitution is offered.

Trip is geared to families with children ages of 6 and up. As dinosaur hunting is a summer activity, trip should be taken between July and August 1994. Be advised that many activities are outdoors and involve some physical exertion (i.e. walking some distance). As distance driving will be necessary (to Drumheller from Calgary and back) the designated driver family member must hold a valid driver's licence to qualify for the use of the rental car, or winners will be responsible for alternate arrangements. Activities may have to be postponed or cancelled due to inclement weather.

Le concours débute le 15 septembre 1993. Tous les formulaires de participation doivent être postés au plus tard à minuit le 31 janvier 1994, le cachet de la poste faisant foi. Les gagnants seront choisis le 11 février 1994. Les prix seront attribués au plus tard le 8 mars 1994.

Si le participant n'est pas majeur, le formulaire de participation doit être signé par un parent ou un tuteur. Un membre de la famille du gagnant du premier prix doit détenir un permis de conduire en règle pour avoir le droit d'utiliser la voiture de location.

Ce concours s'adresse aux résidents canadiens, à l'exception des employés, représentants et agents de la Société canadienne des postes, de ses co-commanditaires et d'autres organismes participants, de leurs agences de publicité et de promotion, des fournisseurs de matériel ou de services utilisés dans le cadre du concours, des fournisseurs de prix et de quiconque partage leur domicile.

Aucun achat n'est requis. On peut participer aussi souvent qu'on le veut. Les photocopies du formulaire de participation sont acceptées, mais chacune d'elles doit être remplie séparément et à la main. Les chances de gagner sont fonction du nombre de formulaires reçus. Les gagnants doivent accepter les prix attribués : ceux-ci ne peuvent être échangés contre de l'argent ou un autre prix.

Le voyage est conçu pour une famille comprenant des enfants âgés de 6 ans et plus. Comme la chasse aux dinosaures est une activité estivale, le voyage doit se faire pendant le mois de juillet ou d'août 1994. Bon nombre d'activités se déroulent à l'extérieur et demandent un certain effort physique (p.ex., parcourir une certaine distance à pied). Comme il sera nécessaire de conduire sur un long trajet (aller-retour de Calgary à Drumheller), le membre de la famille qui est le conducteur désigné doit détenir un permis de conduire valide pour pouvoir utiliser la voiture louée sinon les gagnants devront prendre d'autres dispositions. Il se peut que des activités soient remises à plus tard ou annulées à cause du mauvais temps.

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ENTRY FORM ◆ FORMULAIRE DE PARTICIPATION

To be declared winners, all entries drawn must have correctly answered the mathematical skill testing question on the entry form.

Pour être déclaré gagnant, tout participant dont le nom est tiré doit répondre correctement à la question d'arithmétique réglementaire figurant sur le formulaire de participation.

Name/Nom _____

Address/Adresse _____

City/Ville _____

Province _____

Postal Code/Code postal _____

Telephone/N° de téléphone _____

Please answer this skill testing question.
Veuillez répondre à cette question réglementaire.

$$\frac{[(100 \times 3) - 60]}{12} = _____$$

If entrant is under the age of majority, this entry form must be signed by a parent or guardian. Winners of Grand Prize must have a valid driver's license to qualify for use of the rental car.

Si le participant n'est pas majeur, le formulaire de participation doit être signé par un parent ou un tuteur. L'un des gagnants du premier prix doit détenir un permis de conduire en règle pour avoir le droit d'utiliser la voiture de location.

93SP20

Signature _____

MAIL TO:

DINOSAUR DIG CONTEST
PO BOX 23133
OTTAWA ON K2A 4E2

All entries become the property of Canada Post Corporation and may be used for promotion purposes both by Canada Post Corporation and third parties. This contest is subject to all applicable laws.

Complete rules and regulations of contest available from DINOSAUR DIG CONTEST, PO BOX 23133 OTTAWA ON K2A 4E2. For information, call toll-free: 1-800-565-4362. List of winners available after February 25, 1994 from above address.

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- Elle accepte les collections de timbres de philatélistes et celles qui sont léguées par voie de succession.
- Sur demande, elle passe en revue les ouvrages philatéliques et les nouvelles parutions qui pourraient faire l'objet d'une critique dans *Le Philatéliste canadien.*

Pour d'autres renseignements, écrivez à l'adresse suivante :

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Philatelic News in Brief...

"UNDERGROUND POST SOCIETY"

Collectors of Poland, and philatelists of Polish ancestry will be pleased to learn that a group of collectors is compiling a catalogue of all the propaganda issues of the 'Underground Post Society,' and in particular of the Solidarnosc Trade Union, which was founded on August 31, 1980. Anyone with information to share for this catalogue, or with examples of the stamps or covers of Solidarity and any other underground movement in Poland should write to Bolis, c/o Kitchener-Waterloo Philatelic Society, 44 Bound Brook Ct., Kitchener, ON N2A 3L3.

BRASILIANA 93

Brasiliana 93, World Philatelic Exhibition under the patronage of the FIP, was held at Rio de Janeiro from July 30 to August 8.

The venue of the exhibition was spread over four buildings, all within steps of each other, in a beautiful old area of the city. The buildings, all functional edifices, were the Cultural Centre of the Postal Department, the Franco-Brazilian House, the Cultural Centre of the Bank of Brazil and the Headquarters of the Department of Posts.

Exhibits were displayed in well lit areas, with care taken to overcome the adversities of the high humidity in Rio. Surprisingly, few exhibits needed repair from day to day. However, non-shows were not substituted by any materials, thus presenting stark intervals in an otherwise well arranged and managed exhibition.

The variety of dealers ranged from Postal Administrations to local sellers, with a handful of overseas stands. They all seemed to be doing a fairly brisk business most of the time. The Brazilian Postal Department had stands in several areas. The lineups were extremely long at their souvenir stand, and just buying a stamp to send a card home was an unbelievable feat.

Rio de Janeiro is a most beautiful city. Stratification of the population is much in evidence, with both magnificent apartment buildings and homeless people sleeping in the streets. There were many social activities, and visitors were treated to a variety of trips and excursions.

Canada was represented by Michael Madesker on the jury (on the FIP list), and Murray Heifetz as an apprentice in Aerophilately and stand-in commissioner in place of David Dixon, who could not attend.

There were six exhibits by Canadians and all did well: David Dixon, Gold for "The Dated Die Issue of Canada;" Paul Burega, Large Vermeil for "Newfoundland, First Cents, 1865-1898;" Richard Malott, Vermeil for "Interrupted (Crash) Covers, Canada 1915-1978;" William Percy, Vermeil for "New Zealand, 1898-1908, Turn of the Century;" Jim Hennock, Vermeil for "Canadian Fancy Cancellations in the Small Queen Period, 1870-1897;" and Clifford Guile, Large Silver for "The Death of Money."

There were two Canadian entries in the Literature Class: Steve Thorning, Silver for *The Canadian Philatelist;* and James Kraemer, Silver-Bronze for *The Standard Canada Precancel Catalogue.*

The Grand Prix d'Honneur went to Saverio Imperio of Italy for "Francobolli delle Province Napoletane." Knud Mohr of Denmark received the Grand Prix Internationale for "Denmark and the Duchies;" and the Grand Prix Nationale was received by Everaldo N. dos Santos for "The Four Issues of Brazil."

– Michael Madesker, FRPSC

CANADIANA STUDY UNIT STAMP POLL

The Canadiana Study Unit recently conducted a vote amongst its members for the best stamp issued in 1992 with a Canadian theme. The winner was a joint issue of the Faroe Islands and Iceland honouring Leif Ericsson's voyage to eastern Canada about 1000 A.D. Ericsson's voyages to the western hemisphere are described in Icelandic sagas. His achievements were confirmed in 1960 when Norwegian archaeologist Helge Ingstad discovered a Viking site on the tip of Newfoundland's northern peninsula at L'Anse aux Meadows, con-

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firming that Vikings had visited North America 500 years before Columbus.



The Ericsson stamps were jointly issued by the Faroes and Iceland on April 6, 1992, as part of a set of two. (The other stamps in each pair commemorated Columbus.) The issues also appeared in souvenir sheet format.

The stamps were designed by Thröstur Magnússon of Iceland, and offset printed by Joh. Enschedé en Zonen of Holland in panes of 20 for the Faroes and panes of 50 for Iceland.

Collectors wishing more information on the Canadiana Study Unit should contact John Peebles at Box 3262, Station A, London, ON N6A 4K3.

POSTAL SCALES ON DISPLAY

Members visiting the Ottawa area in the next few months should make a point of visiting the Canadian Museum of Civilization to see the display of postal scales mounted by the National Postal Museum. Titled "Heavy Metal," the display contains historic scales from the Museum's collection, supplemented by nineteenth century advertising material and photographs. The display continues until April 15, 1994.

ROYAL PHILATELIC SOCIETY OF VICTORIA (AUSTRALIA)

Our friends and colleagues in the Royal Philatelic Society of Victoria in Australia celebrated their centennial last year. To mark this milestone the Society issued a very handsome bronze medal. The obverse shows a bust of Queen Victoria, and the reverse carries a finely detailed reproduction of the 2½p stamp of 1890 (Scott 172).





BRITISH LIBRARY STAMP COLLECTIONS

Members who are planning a visit to Great Britain should include a visit to the British Library in their agendas. In particular, the Philatelic Collections of the British Library, numbering about eight million items in total, include postage stamps, stationery, proofs, cinderellas, and other material from almost all countries and periods.

About 80,000 items, mounted on 6,000 pages, are on public display daily. Other material is available for viewing by appointment.

As well as the Philatelic Collections, the British Library holds over 20,000 volumes of philatelic literature. A reader's pass is required to view material not on public display.

The Philatelic Collections of the British Library are located on Great Russell Street, London WC1B 3DG. More information and a brochure are available from this address.

JEAN-FRANCOIS HARDY WINS MANFRED WALTHER AWARD

Jean-Francois Hardy of Cap-Rouge, a suburb of Quebec City, has been selected the Youth of the Year for 1993. He is a 17 year old

student in Grade 12 at the Seminaire Saint-Francois and is a member of the school's stamp club, specializing in thematics. His exhibit, "Le systéme routier" (Road Systems), won a youth gold and a youth vermeil in competition at the Fédération québecoise de philatélie in Montreal, and has twice won vermeil medals at Stampex in Toronto. An enthusiastic exhibitor, Jean-Francois has also won three vermeil medals at ORAPEX, including a Youth Grand Prix, and a special prize at CANADA '92 in Montreal.



P. Jean-Claude Lafleur presents the 1993 Manfred Walther Award to Jean-Francois Hardy of Cap-Rouge, Quebec.

As a result of his competitive success, he was invited to show his exhibit in the Court of Honour at the World Columbian Exhibition in Chicago, and will be showing it again in Los Angeles in October.

Father Jean-Claude Lafleur, a director of the RPSC, presented the award on behalf of the RPSC Philatelic Research Foundation and the Harmonie Stamp Club of Toronto. The award includes a cheque for $100. It is made available by the Harmonie Club and the RPSC Philatelic Research Foundation to honour the late Manfred Walther, a Toronto dealer and collector who took a great interest in youth and their philatelic interests. □

Recent New Issues

AUSTRALIA:

AUG. 12: Wildlife stamps, additional definitive values, 40¢ (Platypus), 70¢ (Kookaburra), 90¢ Eastern Grey Kangaroo), $1.20 (Pink Cockatoo). Sheets of 100. Maximum cards also available.

SEPT. 2: Parliamentary set, 2 x 45¢. 90th Inter-Parliamentary Conference and 50th Anniversary of Women in Parliament. Issued in sheets of two panes of 25.

For further information and standing order service:
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GREAT BRITAIN:

JULY 27: 30p definitive, printed by Enschedé, ellipitical perfs. Sheets of 200.

AUG. 10: Prestige Booklet, £6.00; Story of Beatrice Potter. Four panes, containing 22 stamps of eight different designs.

AUG. 17: 35p definitive, printed by Enschedé, ellipitical perfs. Sheets of 200.

SEPT. 7: 2nd class (No value indicated) booklets of 4 stamps; elliptical perfs on vertical sides.

SEPT. 14: Autumn set, 18p, 24p, 28p, 33p, 39p. Sheets of 100. Stamp cards available, 21p each.

OCT. 5: 1993 Christmas aerogramme, 44p.

OCT. 5: 1st class and 2nd class stamps in sheet format. Sheets of 200.

OCT. 12: Sherlock Holmes set, 5 x 24p se tenant. Sheets of 100. Stamp cards available, 21p each.

OCT. 19: 1st class self-adhesive. (No value indicated.) Issued in booklets of 20; £4.80

UNITED STATES:

JUNE 3: Space Shuttle, $2.90, six colour offset/intaglio.

JUNE13: 19¢ postcard, bicentennial of Fort Recovery, Ohio.

JUNE 22: Joe Louis (professional boxer, 1914-1981), 29¢.

JUNE 25: Red Squirrel, 29¢ self-adhesive. Issued in panes of 17. □

The President's Page / la page du président



by William G. Robinson

Philatelic activity has slowed down for the summer, so there isn't much news to report. Canada Post issued five new stamps honouring Canadian Pacific Hotels – Chateau Frontenac, St. Andrew's Inn, Royal York, Banff Springs, and Empress. The main celebration was held at the Chateau Frontenac in Quebec City, but similar functions took place at St. Andrews, Toronto, Banff and Victoria. Your President and his wife attended the Victoria launch with several Victoria and Vancouver members – and enjoyed the traditional English high tea for which the Empress is justly famous. We greatly enjoyed the day in Victoria. We also understand that various members attended the other ceremonies on the same day.

I have written before about the fine library of the Canadian Postal Archives in Ottawa. Most of us aren't able to visit this library very often, but are you aware that most of their books may be borrowed by members through an inter-library loan? This can be arranged through your local community library at minimal cost. The same arrangement can be made for loans from the American Philatelic Research Library in State College, Pennsylvania. If you need some reference material, find out if one or other of these libraries has it, and then approach your local library to make the necessary arrangements. Summer may be a good time to do this, as many people will be on holiday and the libraries shouldn't be busy.

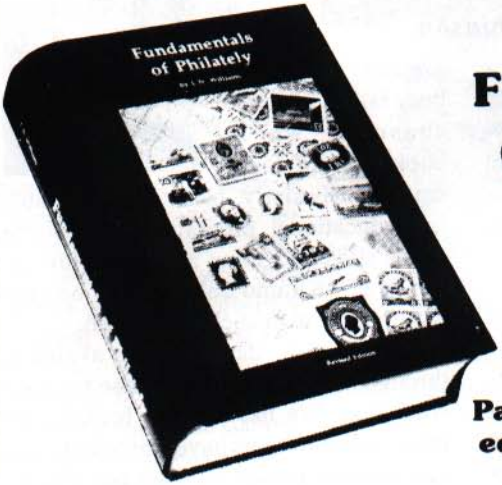
Summer is also a good time to prepare stamps to enter in the RPSC Sales Circuit. Find out from the Manager, Mrs. Molly Krajewski, what is needed, and prepare for the busy fall and winter seasons when books are in high demand. Similarly, plan for your club's fall educational program by enquiring about slide programs available through the RPSC. Kimmo Salonen will be glad to help you plan such a program.

Another of the services available through the Society is insurance for your collection. We have a new broker, and rates and conditions have improved. You can enquire about this from Mr. Steven Beswick of Hugh Wood Canada Ltd.
One of the high priority jobs now under way is the preparation of a new edition of the Society's Chapter Handbook. Our Executive Director, Denis Hamel, has this in hand, and we hope to publish the updated handbook soon. Chapters which are considering the staging of a local or national exhibition will find all the details here.

Speaking of exhibitions, I can't stress too highly your attendance at the annual ROYAL-ROYALE shows. The Ottawa '93 show was well attended because it was close to the majority of our members. How about considering an extended visit to Beautiful British Columbia in conjunction with our '94 show being sponsored by the Okanagan-Mainline Philatelic Society in Vernon, B.C. from June 10 to 12. The Okanagan country is beautiful at that time of year, and Vernon is now only about five hours from Vancouver on divided highway. As they say, "Try it, you'll like it."

Hope you have had a safe summer, and I'll write to you again later in the fall. Good stamping and Adieu. - Bill

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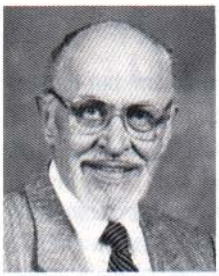
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Editorial Consultant's Notes

by Ralph Mitchener

A BLOCK FROM A PANE IS NOT ITSELF A PANE

One of my literature interests is fiction with philatelic content. I've mentioned quite a few examples in various columns in *The Ottawa Citizen* since 1983 and, if readers and the editor of *The Canadian Philatelist* are interested, I could list those I've come across.

The most recent example I've read – I don't list them until I've read them – is *McNally's Secret* by Lawrence Sanders (New York: G.P. Putnam's Sons, 1992).

A bit racy in spots, the story revolves around a missing block of four U.S. 1918 24¢ Inverted Jenny airmail stamps. The philatelic content seems reasonably correct, although my understanding is that Eugene Klein, a Philadelphia dealer who headed a three-man syndicate that bought the stamps from the original purchaser, lightly numbered the stamps on their backs rather than writing the names of those he sold them to on the backs.

The heading for this note relates to the fact that I was amused by the term "purloined pane" used by the writer of the introductory summary on the inside of the book's wrapper. The block was not a pane but was part of a larger pane – or sheet as it is usually called – of 100 stamps. A more appropriate alliteration would have been "burglarized block."

After writing the above, I remembered that this number of our journal is to be devoted to Canadian philately.

Canadian fiction with a philatelic theme is not common. The only example I can recall is a short story, "The Stollmeyer Sonnets" by James Powell, in *Maddened by Mystery: A Casebook of Canadian Detective Fiction* edited by Michael Richardson (Toronto: Lester and Orpen Dennys, 1982).

It is an amusing tale.

Acting RCMP Sgt. Maynard Bullock, whose regular duties were to guard the flowerbeds in front of the Parliament Buildings – the author does not say what Bullock did in the winter – is sent to San Marino to ensure that the Ottawa Plan for Postal Peace is accepted by Liechtenstein, Monaco and San Marino.

The three countries had engaged in a stamp war "with printing presses on all three sides going full blast" and with each side holding a megafranc stamp in reserve as the ultimate weapon.

Obviously, the stamp collector was threatened. He would "soon impoverish himself and his family to satisfy his unnatural craving" for stamps to add to his collection.

Bullock, as much by good luck as by good management, saved the day.

THE ULTIMATE PEN NAME?

One Canadian entry at the international POLSKA '93 exhibition received a gold medal. It was for a display of Montenegro, entered by one of our senior members using the nom de plume of Pendragon.

Those who know him, and who have seen his signature, will perhaps realize how appropriate that pen name is. His pen flies (drags?) across the paper.

The man in question has been a stalwart supporter of our Society and of philately in Canada for many years. My hat is off to him for his many philatelic accomplishments.

TORONTO IS BIGGER THAN CANADA

For those Torontonians who have thought this for years, the recent commemorative stamp for the 200th anniversary of Toronto will reinforce their contention, wrong as that contention may be.

I was amused to see the word "Toronto" on the stamp was bigger than the word

"Canada."

Will some non-Canadians who see the stamp think that Toronto has issued its own stamp, and that the illustration on it is a montage of Canadian – if not Toronto – scenery?

STAMPS REVIVE MEMORIES

Some stamps seem to have personal touches for those who use them. The Red River stamp in the continuing – and absolutely charming – River Heritage series brought back memories of devastating Red River floods over 40 years ago.

I spent part of a summer helping clean up flood damage around the University of Manitoba in Fort Garry, south of Winnipeg. On one occasion I was down a large sewer – about a mile away from the river's normal channel – and unearthed a smelly dead fish in the debris at the bottom of the sewer's vertical depth.

That wasn't a great problem, but for supper at home that evening the main course featured fish. I can still recall my lack of enthusiasm as I ate it!

The August 23 Personal Vehicle souvenir sheet of six stamps will bring back memories to some people. At least two of the automobiles shown, a 1914 Model T Ford and a 1950 Studebaker Champion Deluxe Starlight Coupe, should jog memories.

I can recall Model Ts from my youth. I remember the first car my family had, a Ford Model A bought in the late 1920s. It was followed by a 1937 Nash Lafayette.

I'm sorry to inflict some of my memories on you, but one of the many pleasures of philately is that memories can be revived. □

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The Judging and Exhibiting Column - La rubrique du juge et de l'exposant

by/par Charles J.G. Verge

This is the third and last part of a three part reprint of "The Ten Commandments for Philatelic Judging" by Samuel Ray (Up-dated and Expanded to 15 Commandments by John Hotchner) which first appeared in the January, 1993 issue (Vol. VII, No. One) of *The Philatelic Exhibitor,* the quarterly journal of The American Association of Philatelic Exhibitors. It is reprinted here with the kind permission of the Editor, John Hotchner.

Should you have comments to make or ideas to share with me or the readers of *The Canadian Philatelist* on these commandments or on any other topic relevant to judging or exhibiting, please do not hesitate to send them to me at P.O. Box 2788, Station 'D', Ottawa, Canada K1P 5W8

11. Unbiased Judging: Judges should avoid bringing their personal prejudices into their judging. All collections accepted by the exhibition committee, including those that are professionally prepared, are entitled to serious consideration and careful judging even though there may be a prevailing bias toward them. For example, there are no rules that state that nineteenth century collections are more "classical" or "important" than twentieth century, or rules that permit a bias toward certain countries or fields, or even material commonly regarded as "philatelic" when that is the accepted norm for the era and area. If the exhibitor is presenting a serious study, the exhibit should certainly be taken seriously by the judges.

12. Cost A Nonissue: Judges should avoid displaying any prejudice toward or against inexpensive material. Exhibits of inexpensive material may represent a significant challenge and should be given as much serious attention as any other exhibit. On the other hand, there should be no bias against rarities or rather more costly material. The phrase "All you need is money" and similar comments hardly

Voici la troisième tranche d'une série de trois reproduisant l'article: "Les dix commandements du jugement philatélique" de Samuel Ray (Mis-à-jour et augmentés à 15 commandements par John M. Hotchner) qui apparu pour la première fois dans l'édition de Janvier, 1993 (Vol. VII, No. Un) du *Philatelic Exhibitor*, le journal de l'American Association of Philatelic Exhibitors. Il est reproduit avec la gracieuse permission du rédacteur, John Hotchner.

Si vous avez de commentaires à faire ou des idées à partager avec moi ou avec les lecteurs du *Philatéliste canadien* sur ces commandements ou sur tout autre sujet relié à l'art de juger ou d'exposer, n'hésitez pas à le faire en m'écrivant au C.P. 2788, Station 'D', Ottawa, Ontario, Canada K1P 5W8.

11. Juger sans préjugés: Le juge ne doit pas apporter ses préjugés personnels lors de son affectation de juge. Toutes les collections acceptées par le comité organisateur, incluant celles montées par un professionnel, doivent être jugées sérieusement; même s'il existe certains préjugés traditionnels. Par exemple, il n'y a aucun règlement qui indique que les collections du 19e siècle sont plus "classiques" ou plus "importantes" que les collections du 20e siècle, ni y a-t-il des règlements préjudiciables à certains pays ou sujets ou à du matériel identifié comme "philatélique" lorsque celui-ci est la norme pour la période ou le lieu. Si l'exposant présente une collection/étude sérieuse, un jugement sérieux est requis.

12. Le coût du matériel: aucune considération: Le juge ne doit pas démontrer un préjudice pour ou contre le matériel non-dispendieux. Une collection montée avec ce genre de matériel peut démontrer un défi majeur et le juge se doit d'y donner une considération aussi sérieuse que celle donné à une autre collection. La contre-partie existe aussi: on ne

indicate a judicial climate. Such attitudes must be carefully avoided by temperate judges.

13. Judges Must Vote: Judges should carefully avoid the temptation to downgrade an exhibit because they know little or nothing about the collection. Admitting ignorance is no sin. However, judges may not refuse to judge an exhibit. If a judges feels that he/she is insufficiently familiar with what is being shown on an exhibit, advice should be sought from other members of the panel or an impartial expert or specialist; this is a permissible and well accepted practice. If the judge feels that he/she can not vote in good conscience because of a total lack of understanding of the material, the situation should be discussed with the jury chairman. A judge who has materially assisted in the preparation of an exhibit should note the fact when voting.

14. Preparing For The Critique: After the end of formal judging, judges should spend additional time on their own reviewing exhibits they will be expected to speak to at the critique. This should be done whether the exhibitor is expected to attend or not, and regardless of the medal level, (One never knows when an exhibitor will write after the exhibit asking for a critique, and the judge should be prepared to respond.) Given the speed with which normal judging must take place, this additional attention to one's assigned exhibits is critical to an appreciation of their strong points and the areas in which improvements are possible; and allows the judge to make specific comments keyed to frame and page number.

15. In The Critique: Judges should make substantive comments highlighting both the strong points noted in reviewing the exhibit, and the areas in which the exhibit can be improved. The latter can include points of presentation, but a critique focused on those alone is inadequate. The judge who has comments to make that may be embarrassing to the exhibitor should make those comments one to one, at the frames if possible, but not

doit pas avoir de préjugés pour le matériel rare ou dispendieux. La phrase "Tout ce qui est nécessaire c'est d'avoir de l'argent" et des commentaires similaires ne reflètent pas un climat de justice. Les commentaires de cette nature doivent être éviter à tout prix.

13. Les juges doivent voter: Le juge doit éviter la tentation de descendre une collection parce qu'il/elle ne connaît pas ou connaît peu le domaine. Admettre son ignorance n'est pas un péché. Par contre, un juge ne peut pas refuser de juger une collection. Si il/elle croit que leurs connaissances ne sont pas suffisantes pour le collection exposée, il est permis de demander l'avis de d'autres membres du jury ou d'un spécialiste ou expert impartial; c'est une pratique couramment utilisée. Si le juge croit, de toute conscience, qu'il/elle ne peut pas voter à cause d'un manque total de connaissances, le juge devrait en discuter avec le Président du jury. Un juge qui aurait assisté d'une façon concrète à la préparation d'une collection doit noter ce fait lors du vote.

14. La critique: Lorsque le jugement est terminer, le juge se doit de prendre le temps pour réviser les collections pour lesquelles le juge à la responsabilité première à la critique. C'est un devoir à faire même si l'exposant n'est pas attendu, et nonobstant le niveau de médaille obtenu. (On ne sait jamais quand l'exposant écrira après une exposition pour demander une critique. Le juge devrait être préparer à répondre.) Avec la vitesse avec laquelle les jugements sont complétés, cette révision est essentielle pour obtenir une appréciation des points forts et des domaines à améliorer d'une collection, et permet au juge de faire ses commentaires en précisant le numéro du cadre et de la page.

15. Lors de la critique: Le juge devrait faire des commentaires spécifiques montrant les points forts de la collection, et les domaines où des changements pourraient être apportées. Ceux-ci peuvent inclure des commentaires sur la présentation, mais une critique basée seulement sur ce genre de commen-

in the public forum of the critique. Attempts at humor at the exhibitor's expense 'just to lighten the atmosphere' should be avoided.

Judges should be extremely careful about directing exhibitors to specific dealers or offering to sell useful material to exhibitors. Exhibitors should never be told that specific items are essential and then pressured to acquire them from a given source.

The judge should take pains to differentiate for the exhibitor his/her personal opinion and suggestions from objective requirements. The judge's thoughts about ways in which the exhibit might be restructured to be more effective, should never be presented as requirements; in the same context as the need to remove or properly label an acknowledged fake.

NOTE: The author [John Hotchner] wishes to thank Bill Bauer, Jo Bleakley, Bud Hennig, A. Don Jones, Peter McCann, Randy Neil, Steve Schumann, Bud Sellers and Ann Triggle who reviewed and made suggestions to improve a preliminary draft of this presentation. JMH □

Charles J.G. Verge is Chairman of the R.P.S.C. Judging Program.

Charles J.G. Verge est le président, programme des juges, S.R.P.C.

taires est inacceptable. Les commentaires qui pourraient embarrassés l'exposant devraient être faits en privé, aux cadres si possible, mais définitivement pas dans l'enceinte de la critique. Faire de l'humour au dépens de l'exposant, pour alléger l'atmosphère, n'est pas plus acceptable.

Le juge se doit d'être circonspect dans sa recommandation de marchands spécifiques ou d'offrir de vendre du matériel utile aux collectionneurs. L'exposant ne devrait pas être mis sous pression d'acheter du matériel d'une source spécifique par le juge après s'être fait dire à la critique que la pièce est essentielle à la collection.

Le juge devrait faire tous les efforts possibles pour que le collectionneur comprenne la différence entre les opinions personnelles du juge et les suggestions émanant d'une revue objective. Les idées du juge concernant une restructuration de la collection ne devraient jamais être présentées comme étant requis; dans la même veine, le besoin de retirer ou d'identifier correctement un faux accepté.

NOTE: L'auteur [John Hotchner] désire remercier Bill Bauer, Jo Bleakley, Bud Hennig, A. Don Jones, Peter McCann, Randy Neil, Steve chumann, Bud Sellers et Ann Triggle qui ont révisés et faits des suggestions pour améliorer une ébauche préliminaire de cet article. JMH. □

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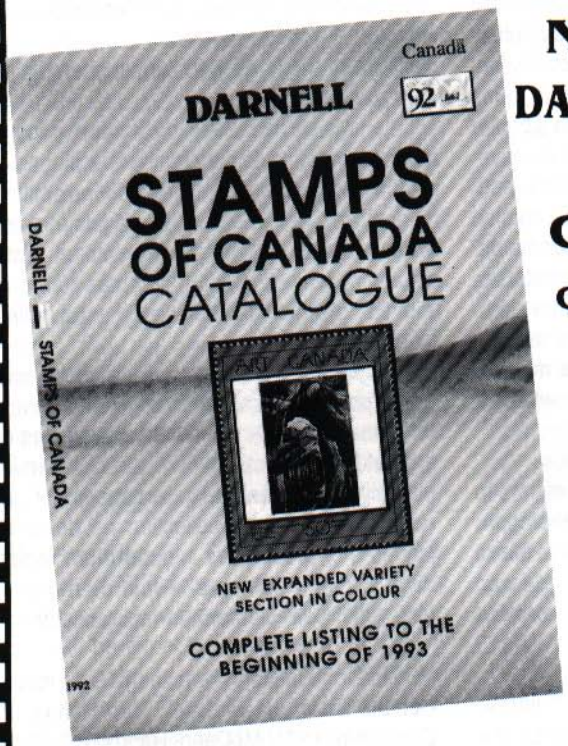
by Hans Reiche

QUEEN VICTORIA NUMERALS

Over the past two years a small group has been working on the very complex Queen Victoria Numeral Issue of Canada, with the ultimate aim to publish the information in a book. The complexities in studying this issue stem from the lack of information in archival files and the published philatelic literature. In addition, the plates that were used for printing these stamps had numerous states, making the identifcation of printing periods very difficult. Fortunately, the number of stamps which are available for this study is very large. The stamps themselves are therefore the main basis of the study.

RUSSIAN OCCUPATION ISSUES

For the first time, Scott is listing in its current catalogue some of the stamps that were issued during the early years of the Russian occupation of eastern Germany after 1945. Areas such as Mecklenburg, Sachsen, and



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Thuringen are now partially listed. Just a few of the issued stamps are illustrated and in most cases only the mint condition is priced. These stamps are legitimate, and were used during the initial period of Russian occupation prior to the general issues for the entire Russian Zone in 1948.

These issues are a very interesting field, with many paper, printing, and colour varieties. The *Michel Germany Specialized* Catalogue uses 52 pages to list these stamps. We hope that Scott will expand its coverage in future editions to better reflect the material that exists.

ILLUSTRATIVE CANCELS

Anyone interested in special illustrative cancels should purchase the recently issued *Special Cancellation Catalogue of Israel* by I. Nachtigal and B. Fixler. The volume shows 1,570 cancels, many of which are of thematic interest. The illustrations are very clear.

EARLY PAPERS

"Ten Decades Ago 1840-1850, A study of the Works of Rawden, Wright, Hatch and Edson of New York City" by Winthrop S. Boggs describes the work that was done by that prominent engraving firm. The company became part of the American Bank Note Company in 1858. In 1850 the firm received a circular from James M. Willcox which advertised "Samples of bank note paper, each a quarter of a sheet, of different thicknesses, but made in the manner (handmade), and of the same material." Rawden, Wright, Hatch and Edson made use of both handmade and machine made papers.

A chapter in *Fundamentals of Philately* by L.N. and M. Williams deals with paper, and gives a detailed expalnation of these two types of paper. The book mentions that the handmade paper official standard in Great Britain was specified as 31½ lbs. per ream in May 1840, 24, 26, and 28 lbs. in June 1840, and 33 to 34 lbs. at the end of 1841. Machine made papers, it appears, were introduced at a relatively early date for British stamps. The well-known writer Edwin Mueller has stated that machine made paper was used between 1854 and 1857 for some stamps in Europe.

A number of countries issued stamps of the same design on both types of paper. Not many catalogues list these paper varieties separately, and some make only a brief reference to them. For example, the 1850 Austria monarchy issue is listed by Zumstein on both papers, the machine made version appearing about 1854. This catalogue divides the handmade paper into normal, vertical ribbed and vertical lined papers. The machine made paper is lisrted in both thin and thick versions. Zumstein prices many of these varieties. The 10 Centime black on handmade paper unused is 120.- Schillinge and on machine made paper is 300.- Schillinge. A combination of both paper types on a cover is a great rarity.

The question then arises: which Canadian stamps were printed on both papers? No specific reference seems to exist in the printed literature. The Pulp and Paper Research Foundation in Montreal, which examined papers for various purposes including stamps, is certain that both paper types have been used for some early Canadian stamp production. The two bank note companies, Canadian and British American, may have some information, but it is difficult to obtain it from them.

It would be interesting to hear from any study groups that may have considered this question. It could become a fascinating study field.

CANADIAN BOOKLETS

The 50-cent booklets that could be pulled from an automat have been gone for a long time. Now Canada Post is considering a high value booklet that could be dispensed by an automat. High value booklets are common in the U.S. The old automats are being taken out of service and a new one is under development. Franchise outlets may not be able to afford one, as it will cost about $6,000 for each machine. □



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...with Dean Mario

Stamp Collecting Month is underway, and it might be appropriate to include some general observations on participating in auctions this season. Auction sales are one of the most appealing and fun methods for collectors to acquire, or dispose of, philatelic material. Auctions offer drama, competition, excitement, and gratification. All of these make participation worthwhile!

Many auction companies exist in today's philatelic market. Public auction houses and mail (postal) bid sales accommodate every type of stamp budget and offer everything from the rare and unusual to the common and ordinary. These are some practical observations which members might find interesting and useful:

1. **Getting Started.** Always be familiar with the auction's terms of sale. These are usually printed in the sale catalogue and are a valuable guide for the bidder. Many auctions today have a buyer's premium (usually a percentage added to one's bid) and this should be taken into account. Some auctions have reserves (more prevalent in Europe) in which the item is given a minimum price for which it is to be sold. Many auction houses state the reserves in their catalogues, but some do not. Try to avoid auctions which have unrealistic or 'high' reserves, or those whose position is unclear.

2. **Bidding.** Remember to bid conservatively. Some auction houses tend to overvalue their lots, so knowledge is your best friend. Auctioneers' value estimates, or "estimated cash values," are only opinions of what an item might sell for under normal market conditions. Quality material may sell above catalogue value and ordinary material will sell for considerably less.

It is often a good idea for bidders to know what a particular item is selling for from a few dealers (when possible). This will guide your bid. It is wise to never submit an unlimited "buy" bid because these usually end up being expensive and often a surprise. Always place a specific amount (in ink) on your bid sheet, and if the auction house offers an option to limit one's bids, do so to keep within your budget.

Make certain to keep a record of your bid amounts because this is essential should any dispute arise after the auction. In floor (public) auctions remember to keep a running tally of lots purchased so you don't spend more than you had planned, or run out of cash before your most-desired lot is offered!

It is often a very good idea to utilize auction agents as your representatives if you cannot attend an auction. Agents are particularly important when bidding on large collections or large, bulky lots.

3. **Selling.** When selling material, use the best" auction company. Most auctions sell high-catalogue items and only accept low-value items in large collections and massive job lots. Some auctioneers specialize in certain types of material (worldwide, classics, postal history) and it is a good idea to ship material where it will receive the best exposure. Most auction houses specify a minimum consignment value (usually $500-$1000) so be forewarned if your material is returned because it may not be profitable. Some auctioneers may make an offer to purchase small consignments outright.

The majority of auction companies now have a split-commission system, where a fee is charged to both the buyer and the seller (often 10% for both). Some major public auction houses, notably Stanley Gibbons Auctions in England, have now taken the unusual position to cut commission rates charged to vendors to zero, although a nominal handling fee is still charged. One hopes that more auctioneers will take up this innovative example in a move to help increase the supply of material on the market.

Potential vendors should look for a company which will best feature your material, advertises world wide, has a large mailing list for the circulation of catalogues, and offers reasonable terms.

Whether buying or selling, collectors

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should be knowledgeable about auctions. They occupy an unusual niche in the marketplace and participation in them can be quite advantageous. Why not take the plunge in the upcoming season and place a few bids on some treasures? Good Luck!

Mr. Mario encourages correspondence from readers, as well as catalogues and prices realized lists from auction houses. He may be reached at 933 Dudley St., Saskatoon, SK S7M 1K8. □

Philatelic Commentary *by Basil Stead*

Having digested textiles, and believe it or not I never heard a murmur about the stamps being too large, we now have hotels. One might call the set quite sophisticated. I like the colour blue, and the stamps are definitely very Canadian. The stamp folder gives a brief and good account. Certainly at this time our hotels need a lot of advertising, so perhaps the stamps should have been larger with more accent on detail. I felt that the 'Empress' stamp might have been in upright format. Had the 'Banff' stamp been twice the size it would have been easier to see that the background was the Rockies and that the building itself is very impressive. Who knows how many people will come to Canada and want to stay in one or more of those hotels because they saw one of more of the stamps.

Next came Canada Day, commemorated by a miniature sheet of twelve stamps depicting parks. The denominations look like an afterthought and the designs in general are somewhat obscure. Midday at Algonquin might have told us more. Even the Rocks (N.B.) could have been viewed from a more descriptive angle. De La Gaspesie is still in limbo: what is that? The heavy use of colour rather detracts from what the artist is trying to portray.

But what happened to the pretty top picture? I bought four sheets at our local post office only to find out there were bigger sheets with a picture. I called our philatelic clerk (12 miles away) to find out. She received seventeen sheets. One customer bought ten and a second customer bought seven. Now she can't get any more. I notice fifteen million were printed. Why should I have to write to Antigonish?

As this commentary has been written over a three week period, the above statement is incorrect. We now have a good supply locally, but why are all these outlets not given a sufficient supply in the first place?

We now have a new idea: a cancellation telling us we can win an Atlantic vacation, I presume free. I did call the 800 number and left my name. Since that time I have received a mass of travel information from Prince Edward Island, New Brunswick, Newfoundland and Labrador. Now I'm waiting for the trip.

The sixth of August brought a bright new light to the philatelic world: a stamp commemorating the 200th anniversary of the City of Toronto. From a colour point of view it is the most successful stamp Canada Post Corp. has issued in a long while. Granted, they put a lot into a small space, but the contrast of blue and the suggestion of a busy business centre creates a pleasing effect. One could say the "city of the town pump" came out first! An interesting point is that when I made a second purchase of Toronto stamps I found a different (and distinct) colour of blue in the sky! Are we to have a colour variety in a stamp that has been on sale only a few weeks?

The next project is getting enough used copies for my 'out of the country' stamp pals before another flock of stamps appear. □



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DEFINITIVES / TIMBRES COURANTS

with John G. Schmidt

This column is a forum for information on Canadian definitive issues of all periods, and for discussion on the study of these issues. Each column lists new issues in summary, as well as recent discoveries and corrections to previously published information. Mr. Schmidt's listing of modern Canadian definitives began in the July-Aug. 1992 issue; this listing is in reverse chronological order. Correspondence is welcomed, and should be addressed to John G. Schmidt, 2649 Shadow Court, Ft. Collins, CO 80525 USA.

Hans Reiche of Ottawa has determined that at least two dies varieties exist on the Canadian 5¢ Wilding Portrait definitive of 1954. His conclusions are based on the examination of over 10,000 copies of the stamp.



The original die, used for early printings of the 5¢ wilding 1954 definitive.



The retouched die. Note the darker appearance, and extended frame line at the left.

The early dated copies show the upper left corner of the stamp clean, and the oval lines around the portrait are fine. The left frame line is fine, but may have some weakness opposite the 'E' of 'E II R'.

Later copies of the stamp clearly show an extension of the left frame line on the top. The frame line is strong on all sides of the stamp; the weakness opposite the 'E' noted on earlier copies has disappeared. These later stamps come from a retouchd die. The entire appearance of the later stamps is darker, suggesting that the die had been etched deeper.

ADDITIONS AND CORRECTIONS TO PREVIOUS LISTINGS:

Mar-Apr 1993:	p. 117:	5¢ 940 should now read 'booklets 82a/82A/84A'
	p. 117:	30¢ 945 should now read 'booklets 82a/82A'
May-June 1993:	p. 201:	14¢ 719a, change Bklt 79 to 'FDI 13 Nov. 1978'
	p. 201:	17¢ 789a, change Bklt 81 to FDI '3 July 1979'

p. 201: 30¢ 791, change Plate #1 to FDI '11 May 1982' and add FDI Plate #2 '? Sept. 1983.'
p. 201: 34¢ 926, change Plate #2 to FDI '5 Sept. 1986'
p. 201: 37¢ 1162, change FDI to '30 Dec. 1987'
p. 201: 39¢ 1167B, change perforations to '13.1 x 12.7'
p. 201: 42¢ 1359, add booklet number '138'
p. 201: 43¢ 1360, change paper to 'P'. Booklet stamps are correct as being printed on 'C/P'

Booklets, 1977 - 1979

Subject - Flowers and Queen Elizabeth II

BK 77a 50¢ Format - F-1 FDI Nov 1, 1977
BABN perf. 12 x 12.5 Abitibi Paper
2 x 1¢ (781a) + 4 x 12¢ (713a) Tagging - Side Bars

Note - Covers consist of 10 different flower and tree designs in brown ink. Light brown wavy lines appear on the outside of the cover.

Subject - Flowers and Queen Elizabeth II

BK 78a 50¢ Format - F-2 FDI Apr 1, 1978
BABN perf. 12 x 12.5 Abitibi Paper
4 x 2¢ (782a) + 3 x 14¢ (716a) + 1 Label Tagging - Side Bars

Note - Covers consist of 10 different flower and tree designs in green ink. Light green wavy lines appear on the outside of the cover.

Subject - Queen Elizabeth II

BK 79a $3.50 Format - F-4 FDI Nov 14, 1978
BABN perf. 12 x 12.5 Abitibi Paper
25 x 14¢ (716a) + 2 Labels Tagging - Side Bars

Note - Covers consist of 5 different "Code it ...Post it" cartoons in black ink.

Subject - Queen Elizabeth II

BK 79b Same as BK 79a except that stamp at 3/9 has broken frame.

Subject - Parliament and Queen Elizabeth II

BK 80a 50¢ Format - F-3 FDI Mar 28, 1979
BABN perf. 12 x 12.5 Abitibi Paper
1 x 1¢ (797) + 3 x 5¢ (800) + 2 x 17¢ (789a) Tagging - Side Bars

Note - Covers consist of 10 different flower and tree designs in blue ink. Light blue wavy lines appear on the outside of the cover.
Bk 77, 78 & 80 have "Counting Tabs" on the Douglas Fir booklet.

Subject - Queen Elizabeth II

BK 81a $4.25 Format - F-5 FDI Jul 3, 1979
BABN perf. 12 x 12.5 Abitibi Paper
25 x 17¢ (789a) + 2 Labels Tagging - Side Bars

Note - Covers consist of 5 different "Code it ...Post it" cartoons in purple ink.

Subject - Queen Elizabeth II

BK 81c Same as BK 81a except that stamp at 3/9 has broken frame.

Subject - Queen Elizabeth II

BK 81e Same as BK 81a except that light brown wavy lines appear on outside of the cover.

Booklet Pane Formats

F-1 Flowers & QE II (Bk 77)

	1¢	12¢	12¢
	1¢	12¢	12¢

F-2 Flowers & QE II (Bk 78)

	2¢	2¢	14¢	14¢
	2¢	2¢	L	14¢

F-3 Parliament & QE II (Bk 80)

	1¢	17¢	17¢
	5¢	5¢	5¢

F-4 Queens Elizabeth II (Bk 79)

	14¢	14¢	14¢	14¢	14¢	14¢	14¢	14¢	14¢
	L	14¢	14¢	14¢	14¢	14¢	14¢	14¢	14¢
	L	14¢	14¢	14¢	14¢	14¢	14¢	14¢	14¢

F-5 Queens Elizabeth II (Bk 81)

	17¢	17¢	17¢	17¢	17¢	17¢	17¢	17¢	17¢
	L	17¢	17¢	17¢	17¢	17¢	17¢	17¢	17¢
	L	17¢	17¢	17¢	17¢	17¢	17¢	17¢	17¢



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Vignettes of Early British North American Postal History

by J.C. Arnell, F.R.P.S.C.

XXIX. Soldiers' and Sailors' Letters

As recorded in the 1841 *Report of the Commissioners Appointed into the Affairs of the Post Office in British North America,* the standing instructions to a deputy postmaster in Canada included the following article with respect to the handling of letters to or from soldiers and sailors on active service:

ART. XVIII.*Soldiers' and Sailors' Letters.*–Single Letters from a Seaman in His Majesty's Service, or from a Serjeant, Corporal, Drummer, Trumpeter, Fifer, or Private, (on their own private concerns only) may be sent by post for one penny–*to be paid at the time the said Letter is put into the Post Office,*–provided that upon the cover of the said Letter, the Officer having the actual command signs his name, and the name of the Ship, or Regiment, Corps or Detachment he commands.

On single Letters *to* Seamen, or *to* Soldiers as above, *the penny must be paid at the time the said Letter is put into the Office.* Its direction must specify the class of the person, and the name of the Ship or Regiment, Corps or Detachment to which he belongs–that is to say, it must describe him *Seaman, Serjeant, Corporal, Drummer, Private, &c.* as the case may be.

N.B.–All the foregoing descriptions must be legibly written–the initials of the name of any Ship or Regiment being insufficient.

Post Masters are enjoined to examine every Letter purporting to be a Seaman's or Soldier's Letter, and if not in all respects conformable to the above regulations, to charge it with full postage, at the same time noting on the face of the said Letter, the reason for so doing.

The following are forms to be used for each letter, *From* or *to* a Soldier or Sailor, whether in the United Kingdom or in any of His Majesty's Dominions abroad, without which it cannot pass for one penny, nor then unless the penny be paid at the time of putting the said Letter into the Office, in conformity with the preceding Rules, viz:

SEAMAN.

From A.B. Seaman, H.M.S. _____

(Here the direction of the Letter is to be inserted)

C.D. Captain, (or other Commanding Officer,)

H.M.S. _____

To A.B. Seaman, H.M.S. _____

(Here the direction of the Letter is to be finished.)

SOLDIER.

From A.B. Serjeant, &c. _____ Regt. _____

(Here the direction of the Letter is to be inserted.)

C.D. Colonel, (or other Commanding Officer.)

Regt. _____

To A.B. Private _____ Regt. Foot, or Serjeant, &c.

(Here the direction of the Letter is to be finished.)

These letters must be marked 'Paid 1d.'

If any Officer, Soldier, Seaman, or other person should endeavour to contravene the intention of the Law, which affords the above indulgence to Soldiers and Sailors for their private concerns only, by attempting to pass Letters through the Post under a false pretence of their being either to or from Soldiers or Sailors, the Act provides a heavy penalty for every such offence, and it is the duty of the Post Masters to use all means in their power to obtain conviction when any abuse is committed. Any attempt at fraud must be reported to the Deputy Post Master General.

An additional instruction was issued on 31 March 1840 which stated that Soldiers' and Sailors' Letters were henceforth restricted to a half ounce weight and, if they exceeded this weight, they were to be charged as ordinary letters.

While the above instructions reflect the existing, and continuing, conditions detailed in successive British Post Office Acts, there is an additional paragraph in the latter which stated that

whenever any of the above-mentioned privileged Persons shall be employed in Her Majesty's Service, or in the Service of the *East India* Company, in the *East Indies*, or at *Ceylon*, The *Mauritius*, St. Helena, or the *Cape of Good Hope*, the Letters sent by them shall be charged to the Party receiving them with an additional Sea-postage of Two-pence each, as well as the Inland Postage of One Penny, making the whole Three-pence, unless the Letters are delivered into a Post Office of the United Kingdom free of Expence to the Post Office, in which Case they shall be charged the Inland Postage of One Penny only.

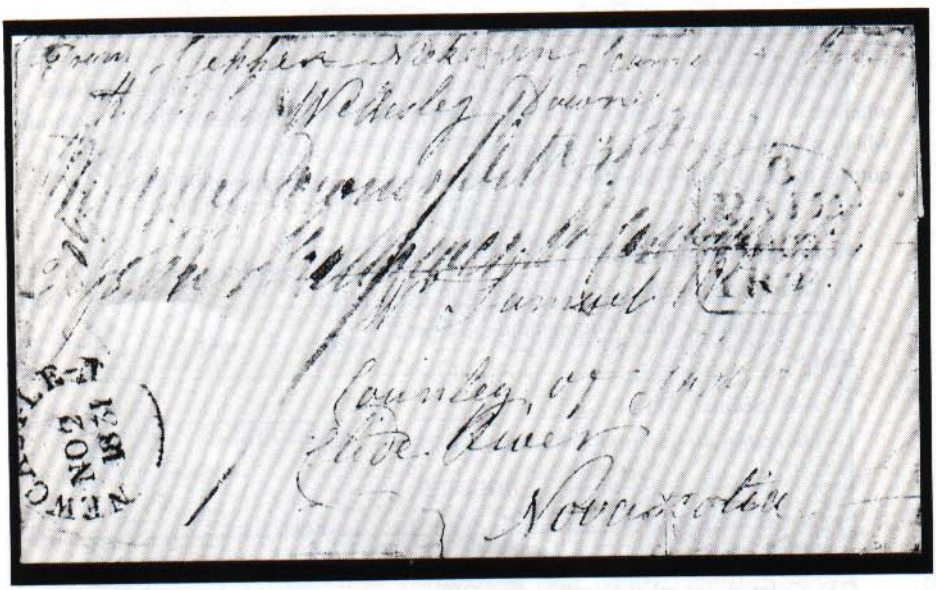


Fig. 1. Seaman's Letter from Stephen Nickerson to his father at Clyde River, N.S., and rated with a manuscript '1'.

This principle was applied elsewhere when there was additional postage incurred in the transit of such letters. For example, the letters from Bermuda illustrated below, when sent via New York, were charged an additional penny in the latter part of the nineteenth century, as this was the American transit charge for handling British Mails to and from B.N.A. and any other British possessions.

Two letters from Stephen Nickerson, a seaman in the Royal Navy, to his father in Clyde River, Nova Scotia show the two rates (Figure 1 and 2). The first was written from the Downs off Deal in England, when he was serving on HMS *Winchester,* which was about to be paid off. It is certified as a Seaman's Letter by Lt. Cdr. John Hallowell of this ship on 30 October 1831 and marked with a red '1', drawn diagonally across the front to show that One Penny had been paid.

His ship having been decommissioned, Nickerson was transferred to HMS *Curacoa,* which was about to sail for the Indian Station. Hence, the second letter was written at Madras and was certified by J.J. Fletcher, the Senior Lieutenant of the ship on 5 April 1834. In this case, nothing was prepaid, so that on arrival at London on 29 July, the letter was struck with a large circular 'INDIA SOLDIERS LONDON 3' and forwarded by the Falmouth packet to Halifax, where it was rated with '4d.' cy. postage due, shown in manuscript.



Figure 2. Seaman's Letter from Stephen Nickerson, to Nova Scotia via Falmouth Packet, dated 5 April 1834.

Figure 3 shows a Soldier's Letter from Private A. Riley, 23rd Royal Welsh Fusiliers, stationed at London, U.C. It was dated 9 December 1843 and was certified by the Commanding Officer of the Reserve Battalion of the Regiment. It has a similar long '1' drawn across the front. When delivered to the London post office, it was struck with a red 'PAID'. The large '6' at the right is thought to have been put on the top letter of a bundle of six such letters to show the total amount paid. □



Figure 3. Soldier's Letter from London, U.C., written by Private A. Riley, 23rd Royal Welsh Fusiliers and dated 9 December 1843.

Stuart Alexander Clark
1904 — 1993

Stuart A. Clark, 924 North Drive, Winnipeg, Manitoba passed away in hospital in Winnipeg on Sunday, July 4, 1993. He was the husband of Beverlie Clark, F.R.P.S.C., a former President of our Society.

He was a long-time collector and member of the Royal Philatelic Society of Canada, and attended most of our conventions. He was also a member of the Winnipeg Philatelic Society, the British North America Philatelic Society, and most other BNA societies.

Born in Winnipeg in 1904, he attended Normal School and St. John's College, and McGill University. He retired from the family wholesale paper business, Clark Papers Limited, in 1954.

Throughout his life he was active in sports circles, having played with the Winnipeg Victoria Rugby Team, the Winnipeg Rowing Club, and the Regina Roughriders in two Grey Cup games. He also enjoyed curling and golfing.

During the Second World War Mr. Clark served in the Aleutian Islands with the Winnipeg Grenadiers, and in Europe with the Regina Rifles.

A driving force in Winnipeg philatelic circles, he was named a life member of the Winnipeg Philatelic Society. He was particularly active in encouraging and teaching youngsters in the hobby. His own collecting interests ran to Canada, and South and Central America.

The sympathies of Royal members are extended to Beverlie and members of the family.

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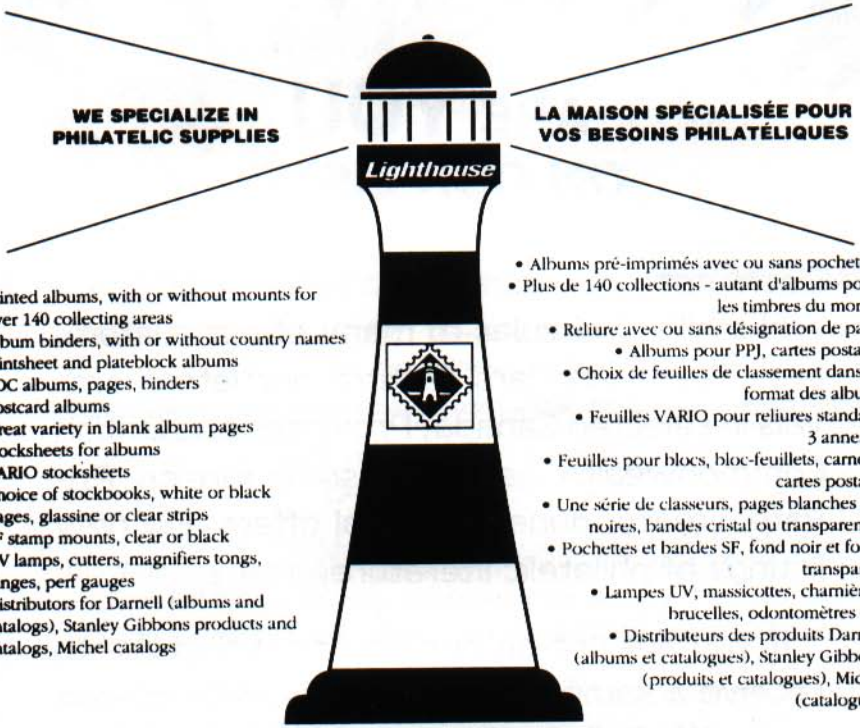
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by/par James E. Kraemer, President/président

Wanted: A Philatelic Research Officer/Manager

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The work load would likely necessitate having volunteers assist by working in their homes on a part time basis. The Philatelic Research officer would be required to plan, instruct and manage projects by French and English volunteers. If you are interested in having your name listed for the future please inform the office, and provide some details about your background and qualifications. Please note that a position is not open at this time. We would like to determine who might be interested for future consideration. Contact the RPSC Philatelic Research Foundation, P.O. Box 5320, Station F, Ottawa, ON K2C 3J1.

The Opusculum

We expect to have complete details about our first edition in the next issue of this journal. Be assured the book will be worth waiting for. At the present time we are soliciting articles for our next edition. Write to the office for details if you are interested in contributing an article.

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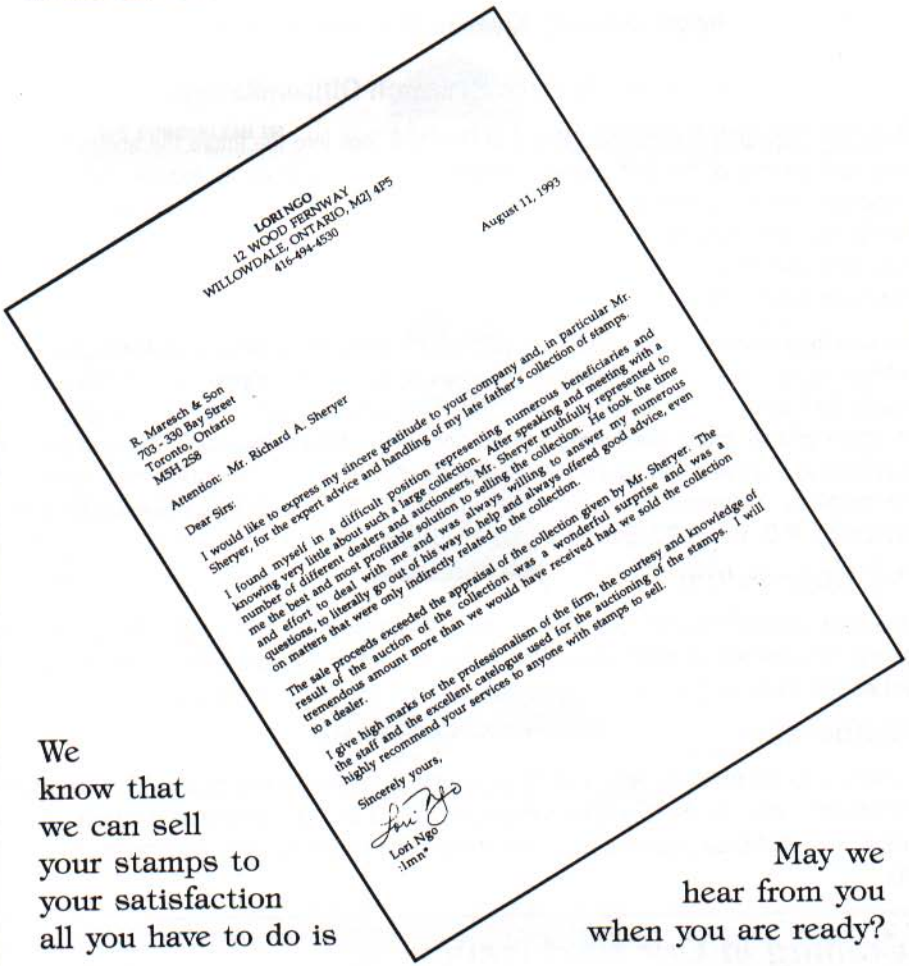
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DEALERS IN RARE STAMPS SINCE 1924

Large Queen Perforations

by S. J. Menich

Philatelic interest in the perforations of the Large Queen stamps of Canada lies in the fact that proper identification of perforations helps the collector to allocate a stamp to its correct printing or period. As well, familiarity with the subject gives a collector the ability to detect possible reperforated stamps.

Large Queens are found in a wide range of perforations that, by themselves, do not enable a collector to allocate a stamp to its correct printing or period. A combination of perforations, colour, paper, gum (if any), and sharpness of the impression is needed to identify a particular stamp with confidence.

Most Large Queen collections are started by using the identification system found in a stamp catalogue such as *Scott's Standard Catalogue of Postage Stamps.* The Large Queen varieties identified in this catalogue show a gauge of either perf. 12 (i.e. 12 x 12) or perf. 11½ x 12. Advanced collectors use a stamp catalogue such as the *Unitrade Specialized Catalogue of Canadian Stamps.* This catalogue lists more varieties than *Scott's.* It adds a perf. 11¾ x 11¾ gauge, for example.

The Large Queen specialist is concerned about perforation varieties that are not listed in either the *Scott* or the *Unitrade* catalogues because a difference in perforations may indicate a different printing of a stamp, which in turn may mean the difference between a common specimen and a rare one. But when the difference is so slight that the human eye cannot tell which is which, and when the problem is further complicated by differing terminology in the specialized philatelic literature, what does one do?

Expert committees such as that of the Vincent Graves Greene Philatelic Research Foundation, are fine for the expensive stamps, but what can you do yourself to decide the worth of the Large Queen stamp you are thinking of buying? There are certain things a collector should know about perforations to protect himself. Some of them will be discussed in the following paragraphs.

The collector who starts to identify each Large Queen in his collection will soon discover that only a few have perfs that agree exactly with the perf. 12 (i.e. 12 x 12), perf. 11½ x 12, or perf. 11¾ x 11¾ gauges listed in the stamp catalogues. Instead, most of the perforation gauge readings will show a gradation of values intermediate between 11.5 and 12.1, such as 11.9 x 11.9, 11.8 x 11.9, 11.6 x 11.9, etc. To realize the significance of this, it is important to have some understanding of how the perforations were produced.

Although philatelists have adopted the metric system for gauging perfs, the perforation machines used by the British American Bank Note Co. — the contractor for the Large Queen issue — were manufactured by mechanics using the English (Imperial) system of measurement. Therefore, the number of holes per inch was the unit used to set the perforating wheels and associated parts.

Studies previously published have shown that perforating wheels of four different gauges were used in the production of the Large Queens. These are equivalent to metric gauges of 12.11, 11.93, 11.75 and 11.58. In addition, this author's research indicates an additional, or fifth, perforating wheel with an equivalent metric gauge of 12.02 was added during the course of production. The use of five perforating wheels, of different gauges, is the biggest factor to explain why a broad range of Large Queen perforations exist.

There is also a lesser factor.

Although the perforating wheels were accurately made and by themselves held close tolerances, the perforation gauge readings of the issued stamps often show a slight shift from the gauges of the perforating wheel on which they were produced. This is to be expected since the stamps themselves were subject to a range of minor changes caused by the variation of paper stock used, and the fact that the printing process required dampened paper (damp paper requires less pressure on the press). The variation in the amount of moisture applied to different batches of paper, the absence of adequate humidity and temperature control, and the consequent uneven shrinkage of sheets of stamps (all in fact printed from one printing plate) resulted in the stamps varying slightly in size.

The explanation for the many perf varieties that exist for the Large Queens between perf 11.5 and perf. 12.1 has been shown to lie mostly in the use of five perforating wheels of different gauges, and to imperfections in the production process. These perfs may be sorted into three categories: regular, compound, and variant.

Regular Perforations are considered as the most usual or expected for a printing, and are listed in stamp catalogues as perf. 12. On these stamps, the horizontal and vertical perforations are of the same gauge. Perf. 12 is a 'nominal' gauge value that allows for a practical variance from this standard, for reasons mentioned above. About 90% of Large Queen stamps carry regular perforations, and it is important for collectors to recall that the variations in the gauge of these stamps are not intentional and do not constitute new varieties.

Compound Perforations have a horizontal gauge different from the vertical gauge and are normal for a specific printing, or part of a printing. These perforation varieties are intentional, and are a help in classifying the stamps. They are listed in the *Scott* and *Unitrade* catalogues as perf 11½ x 12. This is the nominal gauge value used for compound perfs, and allows for a slight variance from the standard. Compound perfs are found on about 9% of the Large Queens.

Variant Perforations are unintentional and owe their existence to the imperfections of production. They are a size that falls beyond the 'nominal' value, occur at random, and are of no use in themselves in identifying a printing or period.

In this author's collection are three copies of the 6¢ yellow brown Large Queen, Scott No. 27a. They are identical in paper, shade, and impression, and it is quite certain that all three belong to the same printing. When the stamps are gauged three different perf values are found: 11.9 x 11.9, 11.9 x 11.7, and 11.7 x 11.7, during a period when 98% of the 6¢ Large Queen stamps printed had perforations between 11.8 and 12.0. The stamps perforated 11.7 x 11.7 and 11.9 x 11.7 are examples of a random variant. The stamp perforated 11.9 x 11.9 has regular perfs that usually are rounded in stamp catalogues, hand books and journal articles to perf. 12.

A 5¢ Large Queen variety, listed by *Unitrade* as No. 26iv, perf. 11¾ x 11¾, is an unusual listing of a random variant. The catalogue value shown is the same as the 5¢ Large Queen No. 26 with compound perfs of 11½ x 12, confirming that variant perfs are considered abnormalities rather than a scarce and more expensive variety.

The 5¢ Large Queen was rushed through production as a provisional stamp and issued Oct. 1, 1875, with a short official use of four months. The perforations of this 5¢ issue vary widely, from the compound perf of 11.5 x 12 mentioned above, to a perf of 12 x 12, with many combinations between. All of these are from the same printing order. If the broad range of 5¢ perfs is separated according to the perforating wheels that produced them, three perforation groups emerge, with the following nominal values: 11½ x 12 (33%), 11¾ x 12 (61%), and 12 x 12 (6%). The catalogue value of a used perf 12 5¢ Large Queen, listed in the *Unitrade Specialized Catalogue* as No. 26ii, is more than six times the value of a used stamp from one of the other perf groups. As a result, the 5¢ Large Queen is one of the two items most often submitted to the Expert Committee of the Vincent Graves Greene Philatelic Foundation. Invariably, the request for a Certificate of Authenticity asks for certification of the perfs as 12. To meet this request, the perfs must be precisely 12 x 12, with no allowance for a practical variance from this standard. This is a rare example of a perforation significantly increasing the commercial value of a stamp, and so explains the frequent submissions. Few stamps pass because most are submitted based on false hope stemming from inaccurate gauging.



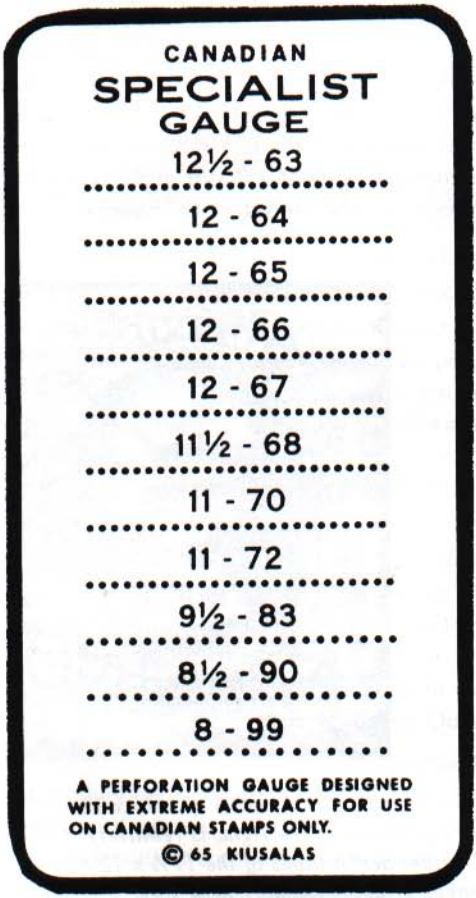
The 5¢ Large Queen is most commonly found with a perforation of 11½ x 12, shown at the left. The true perf 12 variety, shown at the right, is relatively scarce. This stamp is often confused with variant perforations of the 11½ x 12 type, some of which show a nominal gauge of approximately 11¾ x 12.

For accuracy in measuring perforations, it doesn't matter whether the originating perforating devices were fabricated within a metric, Imperial, or any other system of measurement. The distance between perfs is not changed by the measuring instrument used, whether metric or Imperial. The accuracy of measuring or gauging perfs is related to the accuracy of the measuring gauge and the measuring skill of its user.

There are two systems, inherently different, to either gauge or to identify perfs, for nineteenth century Canadian stamps.

The **metric** system, arbitrarily adopted in 1866 by philatelists the world over, counts the number of perfs in a span two centimetres. It is used universally in stamp catalogues, and by metric perf gauges such as the Stanley Gibbons 'Instanta.'

The **Imperial** system, measuring the centre-to-centre spacing of perforations in fractions of an inch, and is represented by the 'Kiusalas' gauge. It should be noted that the 'Kiusalas' is not a gauge to measure perforations, but is a gauge to identify which perforating wheel was used in the production of the stamp. It is of particular value and interest to the Large Queen specialist. The Kiusalas Gauge shows the distance between perfs in 1/1000s of an inch in its right column, and metric approximations in the left. More accurate equivalents are 65 (12.11), 66 (11.93), 67 (11.75), and 68 (11.58).



The Kiusalas Gauge, useful in identifying perforation wheels.

Over the years, the format of perforation gauges has changed, and so has their accuracy. This means that every perf gauge should be checked by its user for accuracy by comparing it with a known accurate standard.

An older Instanta gauge was found to be within .02 perfs of perfection. This is extreme accuracy that far exceeds the requirement for philatelic purposes, and exceeds the keenness of perception of most measurers. A new Instanta was found to gauge .16 perfs too high. This deviation requires a correction to readings taken with it in order for it to be useful to an advanced collector in allocating a stamp to its correct printing. A 5¢ used Large Queen perforated 11.84, for example, would gauge a perfect perf 12 (11.84 + .16 = 12.0) on this particular Instanta gauge, and would be ready for a bad certificate from an expert committee.

Reperforators are becoming busier trying to improve a stamp's appearance and condition (and price), or to create a new variety. There are certain things that will protect a collector from reperforations. One is to learn more about the stamps being collected. Another is to have a better understanding of how to look at stamps for evidence of possible reperforations. Excellent articles on reperforation have already been presented by others. The advice given is generally applicable to the Large Queen stamps of Canada, and so is not included in this article. □

The Collingwood, Ontario Post Office: Its History and Its Cuban Connection

by James E. Kraemer, F.R.P.S.C.



Collingwood's Crest

Collingwood is on Georgian Bay, nestled at the base of Blue Mountain, the highest part of the Niagara Escarpment, a high ridge of land that runs across southern Ontario from Niagara to Tobermory. It is popular with cross country hikers, camping enthusiasts and nature lovers. Tourists swarm into the Collingwood area during the summer to the southern shores of Georgian Bay, and in the winter to enjoy Ontario's most popular and largest ski resort area.

The earliest records of this part of Ontario are by the Jesuit missionaries who, in the early 1600s, lived here with the Huron Indians. As well, Samuel de Champlain visited the Hurons in this area. The rock formations used by the Hurons as a fortress proved inadequate, and in 1649 and 1650 their enemies the Iroquois massacred the Hurons and the Jesuits living with them. The Petun or Tobacco Indians also lived in the area.

Two hundred and years later, starting with the first settlers (1847), and then the completion of a railroad (1855), Collingwood began to grow at a brisk rate. It became Ontario's new gateway to the West. This growth is reflected in the post office and its mission to serve the public: mail volumes grew rapidly through the nineteenth century.

By 1893 the postmaster, William A. Hamilton, needed three assistants and one carrier to handle the mail volume. During the week of March 25, 1899, 16,474 letters and postcards plus 3,462 miscellaneous articles were mailed in the Collingwood post office. The volume of mail increased to the point where the post office doors were open from 8 am to 6:30 pm. The Board of Trade report of 1893 stated that postal revenue had grown steadily since 1883, and that 245,500 letters were handled that year. In addition, letters were posted on trains and steamships at Collingwood.
Agitation for a larger post office increased year after year. It was not surprising that in 1912 C.H. Hunter of the Department of Public Works came to town to look over sites for a new and larger post office.

A Unique Post Office Building

The *Collingwood Bulletin* of in April 1913 criticized the Post Office Department and federal politicians by stating, "The highest priced piece of real estate in the town limits is that on Hurontario Street purchased by the Post Office Department (in 1912) for almost $13,400.00. Rumour has it that the Department is revising plans and the building may be only $50,000.00 to $60,000.00 instead of the $75,000.00 promised by the government."

However, plans and specifications for a new Federal Building were already near completion. The Department of Public Works went to tender and a contract was signed on July 28, 1913 with Harrington, Bryan and Healy of Collingwood to construct the building. The original contract was for $119,054.00.

The contracting company was made up of a Mr. Harrington of Collingwood, Frank Bryan of the Bryan Manufacturing Co. of Collingwood, and Michael Healy of Toronto. The architect and building supervisor was a prominent Collingwood man, Philip Coles Palin.

Several factors resulted in a unique design for Collingwood's post office. The chief architect for the Department of Public Works, David Ewart, was particularly busy at the time with more than a dozen post offices and other public buildings on the drawing board. Lt. Col. John A. Currie, the local Member of Parliament, was an influential and popular Conservative. He successfully lobbied the Minister of Public Works to sign a contract with Philip Palin for the design work. Finally, there was a strong desire to house the various expanding government offices, spread all over Collingwood, in one Federal Building.

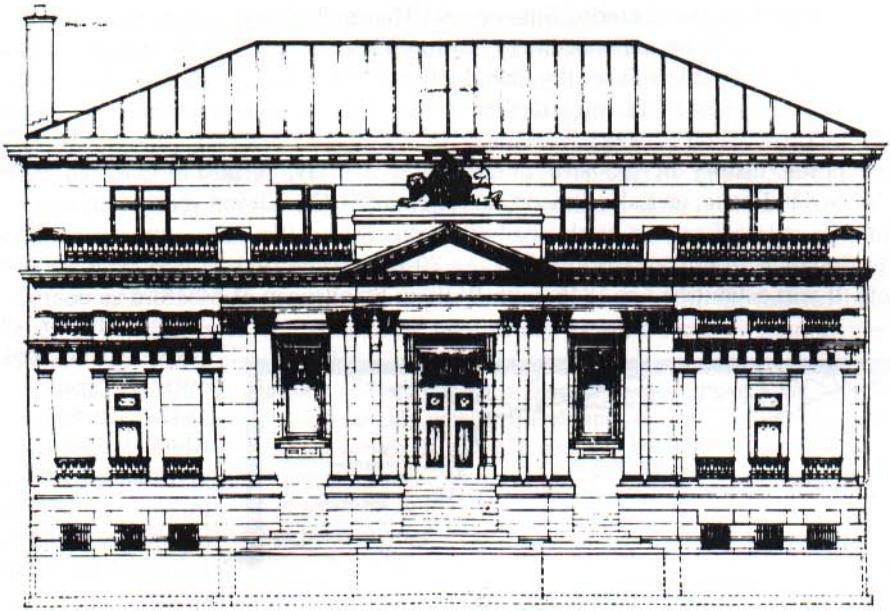


Collingwood Post Office, c. 1930
(Courtesy: Canadian Postal Archives, Ottawa)

The new building housed not only the post office but also the customs, inland revenue, and marine offices, including a naval school. The structure measured 100 by 72 feet, with a gross area of 21,924 square feet. The Department of Public Works annual report described it as "a building of two stories, brick, the front faced with Canadian marble, all on a stone basement....Of the 100 feet of the length of the building 12 feet is occupied by a colonnade or portico with cut stone pillars extending the full breadth of the building and with a stained glass dome on the main floor." The white marble facing came from Trenton, Ontario.

The building today is described as the only example of Palin classical revival architecture in Canada. It was inspired by the Ministry of Finance building in Havana, Cuba. The Cuban Ministry of Finance building still stands, in old Havana, the colonial part of the city. Its portico is strikingly similar to that of the Collingwood post office. Both buildings have 18 pillars. The entrance to the Havana building is offset to the right, while the Collingwood post office has the entrance centred.

By the end of September 1913 the concrete foundation had been completed by the subcontractors, Richard Bull and Company. The brick and stone work then proceeded under the supervision of S. Woolner. The cornerstone was laid by Lt. Col. Currie at a ceremony on September 10, 1914. After some alterations were made and the building finished, the post office personnel moved in early in 1915, with an official opening on February 14. The location, at 44 Hurontario Street, is not far from the site of the first Collingwood post office, located in Peter Ferguson's store.



Architect's Drawing of Collingwood's Federal Building (Post Office).
(Courtesy: Public Works, Canada)



The Comité - Estatal de Finanazas (Ministry of Finance) building in Havana, Cuba, which served as the model for the design of the Collingwood Post Office.

Early Postal History

The real beginning of the town of Collingwood dates from the selection of the place

as the terminal of the Ontario, Simcoe and Huron Railway, which originated in Toronto. Previous to this announcement, Sanford Fleming, the railway engineer whose family were early settlers at nearby Craigleith, surveyed the harbour on behalf of the government. In 1850-51 Fleming designed Canada's first postage stamp, the Three Penny Beaver.

The postal history of the area predates this activity. A post office had been established in Barrie, on Lake Simcoe, on October 6, 1835. Eleven years later, on July 6, 1846, a post office was established at Owens Sound (the name was changed to Owen Sound in 1856), on Georgian Bay. An 80-mile postal route connected these two points. It was established in 1846, with William Stephenson of Meaford as courier.



John Hunter of Owen Sound took over the route in 1847. Riding a white horse, with mail bags strapped to his back, he became a familiar figure. He left Barrie on Thursday mornings, and returned the following Tuesday evening. At this time Collingwood did not exist as a community, but when a post office was opened there in 1853 he serviced the new office on his regular route. In his "Reminiscences," Mr. Hunter noted that the Craighurst postmaster kept a strict surveillance on him and if he was "a minute late he had to account for it to John Craig who kept the post office three quarters of a mile north of the corners."

By 1854 Mr. Hunter's contract called for two trips per week between Owen Sound and Barrie. For the last half of 1854, he was paid £66/5/-. When the railway opened to Collingwood, new postal routes were established. John Hunter remained a mail contractor serving other areas until his retirement. He died at the age of 84 in Owen Sound on March 15, 1894.

In 1852-53 Joel Underwood entered into a silent partnership with three other individuals to erect a steam-powered sawmill. Underwood, an American immigrant, had arrived in the Collingwood area in 1847 and owned 335 acres of land at the proposed terminal of the Ontario, Simcoe and Huron Railway. Underwood and his partners started the sawmill when they learned that the railway would terminate there.

On July 1, 1853 a post office opened in Peter Ferguson's store on Hurontario Street. Collingwood was the name selected for the new post office and the small settlement. It was chosen by D.E. Buist in honour of Admiral Lord Cuthbert Collingwood, Nelson's second-in-command at the Battle of Trafalgar. The Ontario, Simcoe and Huron Railway opened to Collingwood on January 1, 1855.

The first store in Collingwood seems to have been opened by James Smith in late 1852 or early 1853. Soon after, Joel Underwood opened a store on First Street, just south of the outlet of Underwood Creek, on the side opposite the sawmill. Although a few steamboats began calling at Collingwood in 1855, the year the railway opened, it was not until 1857 that a regular line of steamers connecting with the railway began to operate on schedule. The settlement then began to grow rapidly. John Lovell's *Directory for 1857-8* reported that Collingwood was a

> flourishing town in the township of Nottawasaga in Simcoe County. Three years ago, no better than a wilderness, it is now largely populated and rapidly increasing in importance. During the winter of 1857, three vessels of 150, 350, and 450 tons were built. In summer a daily line of first class steamers leaves Collingwood for Milwaukee, Chicago and the far West. It has a weekly line of steamers to Manitoulin Island, Bruce Mines, Island of St. Joseph, Sault Ste. Marie and Lake Superior.

The completion of the railway made Collingwood the shortest route for traffic from Lake Ontario and the country east of Toronto to the western United States.

The Postmasters and the Growth of Postal Service

Peter Ferguson, 1853 - 1861

Peter Ferguson became the first school teacher at Nottawasaga (Duntroon today). He was noted as a gifted speaker in either Gaelic or English. In 1850 he became the first reeve of Nottawasaga Township, and in 1853 became Collingwood's first Postmaster. He added to his duties in 1858 when he accepted the appointment as Customs Inspector. It is believed that it was at this time that Mr. Ferguson moved the post office to the front of his home on North Huron Street.

Due to its rapid expansion, Collingwood never became a village. The population quickly reached 2,000 and Collingwood separated from the Township of Nottawasaga, being incorporated as a town on January 1, 1858. When the Prince of Wales, later King Edward VII, visited Canada in 1860, the Collingwood town council sent Major John McWaat to Quebec City to make certain that the town was on the Prince's itinerary. His visit to Collingwood that year, according to the local paper, "put Collingwood on the map."

William Basil Hamilton, 1861 - 1883

When William Basil Hamilton was appointed Postmaster of Collingwood in 1861 the town had doubled in size from 2,000 to 4,000 in just four years. Previous to his appointment, the English-born Hamilton moved to Collingwood from Penetanguishene in 1854 as the manager of a large landholding company. Due to a sudden drop in the real estate market he was bankrupt in 1857. He rebounded and in 1858 was elected the first mayor of Collingwood. Later he served as a councillor. Previous to his appointment as Postmaster in 1861 Mr. Hamilton had been a militia captain, a justice of the peace and a division court judge. He was an active participant in municipal affairs, a church warden, a board member of the General and Marine Hospital, and an agent for a chartered bank.

William B. Hamilton retired as Postmaster in 1883, after serving 22 years. He worked actively in the temperance movement until his death on October 28, 1891.

William A. Hamilton, 1883 - 1916

William A. Hamilton, one of his sons, succeeded him as Postmaster. His tenure in this position was to last 33 years, making him the longest serving Postmaster in Collingwood's history.

In the meantime, Collingwood had briefly gained a competing railway, which provided another route for mail. The Hamilton and Northwestern was completed to Collingwood in 1878, but the following year it was amalgamated with the Northern Railway (successor to the Ontario, Simcoe and Huron), Collingwood's first railway. The renamed Northern and Northwestern Railway was merged into the Grand Trunk system in 1888.

Shortly before William A. Hamilton became Postmaster, the Collingwood Dry Docks and Shipyards were established. As they expanded, ship building became a major industry in the town. This and other newly established businesses added to the mail volume. The Collingwood Shipyards remained a major industry until they closed in September, 1986.

By 1893 William A. Hamilton had three assistants and one carrier at the post office. On October 11, 1897 the post office moved to a new location on the east side of Hurontario Street, north of Ontario Street. The opening of the post office building in 1915 was the highlight of Mr. Hamilton's lengthy postmastership. He retired on June 30, 1916.

Dougald L. Darroch, 1916 - 1931

Dougald Darroch was a native of Collingwood and a son of Duncan Darroch, a pioneer Scot. He entered the post office as an assistant to Postmaster William A. Hamilton. After a short time he left and became a travelling representative for T. Long and Brother, and later for Telfer Brothers. About 1895 he moved to Calgary, and became a life insurance representative. In 1905 he returned to Collingwood and soon became active in public affairs.

He served as president of the Ontario Hockey Association from 1905 to 1907. In 1914 he was elected president of the Board of Trade. In addition, he served on the Library Board, and was active in organized sports, church activities and municipal life. He was an excellent speaker and story-teller. In 1916 the federal Conservative Member of Parliament recommended that he be appointed the Postmaster of Collingwood, succeeding the retiring William A. Hamilton.

On the day of his appointment the Collingwood post office became a Semi Staff office. Also during 1916, many alterations and fittings were made to the post office. Most of the work was done by the Berlin Interior Hardwood Company.

The population of Collingwood continued to grow, to 5,882 in 1921. In 1919 Rural Mail Delivery came to Collingwood with the establishment of R.R. 1. By 1929 major repairs to the exterior of the post office were necessary, as well as redecoration and painting of the interior. Mr. Darroch passed away while still Postmaster, on June 22, 1931.

Frederick Hilton Bellamy, 1931 - 1957

When Fred Bellamy was appointed Postmaster on August 1, 1931 he had an

assistant and seven Grade II Postal Clerks. His appointment was the first under control of the Civil Service, later known as the Public Service. Over the years mail volume increased steadily. As a result the Collingwood post office was raised to the status of a Staff Post Office effective July 1, 1947.

In a memorandum dated September 19, 1947 L.J. Mills, Director of Financial Services in Ottawa, advised that the mail courier left Owen Sound at 8 pm, arrived in Collingwood at 9:50 pm and Allandale (near Barrie) at 11:15 pm. He left Allandale at 2 am, arriving in Collingwood at 3:45 am and Owen Sound at 5:45 am. Postal records also show that in 1950 the staff at Collingwood still numbered nine including one female clerk. On August 14, 1950 Letter Carrier Delivery Service was inaugurated. There were five routes with six Letter Carriers, comprised of four regular carriers and two supervisory carriers. At the time carrier service started there were 1,076 lock boxes (918 'A', 88 'B', and 70'C' size) in the post office. Hundreds of lock boxes were abandoned when the rent ran out. This presented the opportunity in 1951 to remove the old style lock boxes and replace them with the newest type. Accordingly, 150 'A' size, 40 'B' size and 50 'C' size were installed. Of the 240 boxes, 184 were rented almost immediately. The population of Collingwood at this time was 7,413.

A growing industrial base resulted in additional mail volume. In order to cope with this increase a new Pitney Bowes cancelling machine was installed in August 1953. After 26 years as Postmaster, Mr. Bellamy retired on July 1, 1957.

Joseph Napoleon Bourie, 1957 - 1965

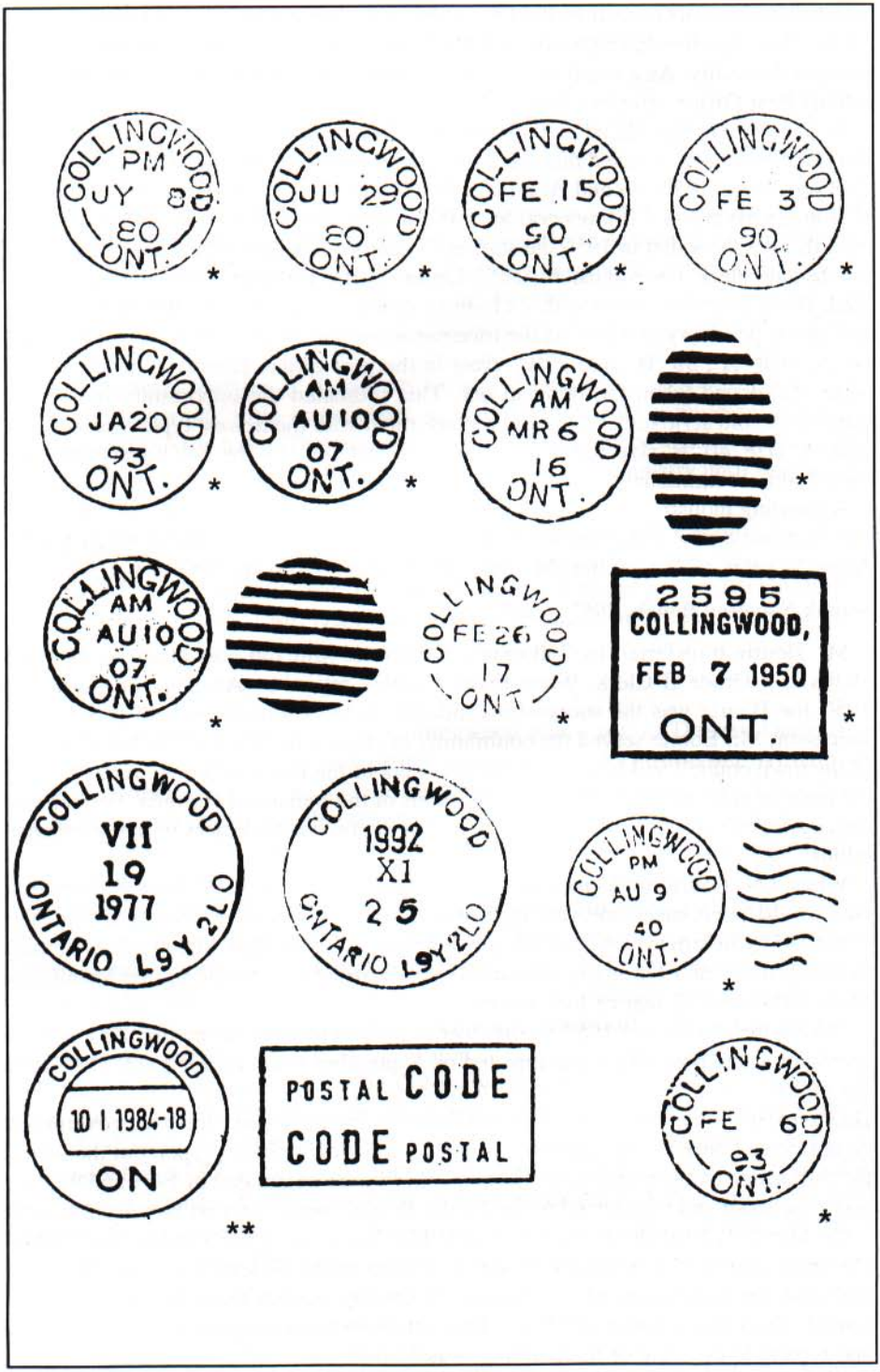
Mr. Bourie transferred to Collingwood from the Midland post office in the early 1930s as a Grade II Clerk. When Frank Comley retired as Assistant Postmaster in 1950 Joe Bourie was the successful candidate in the competition held to select his successor. Mr. Bourie served the community in other ways. He was elected a member of the town council and later served as president of the Board of Trade. As a historian his great interest was the customs and legends of the Indians of Huronia. He authored many articles and gave numerous lectures on his favourite subject to many organizations.

When J.N. Bourie took over the duties of Postmaster in 1957, John K. Richards, who would be his successor, was appointed Assistant Postmaster. During a single day of the 1958 Christmas rush the Collingwood post office handled 40,000 pieces of mail. In the summer of 1958 major alterations were carried out, including the installation of an additional 12 feet of lock boxes.

During the summer of 1959 reports were received of mail tampering. As a result a caretaker at the post office was arrested on September 1 and charged with theft from the mails.

Due to expansion of postal services and the need for more space by other government departments housed in the building, it was decided to purchase property at the rear of the post office. Arrangements for the acquisition were negotiated in 1959 and the land was purchased and transferred to the Public Works Department on January 24, 1960.

On March 1, 1961 the Department of Public Works awarded a contract to Disher-Farrand Limited of Toronto for major alterations to the Federal Building. The work included the installation of an elevator to convey parcels from the post office to Canada Customs on the second floor. The cost, including enlargement of the courtyard and repairs to the front of the building, was $7,000. The total cost for alterations and an addition at the rear, added over the 1961-62 season, amounted to $82,297.



*Some Collingwood postmarks: * denotes a proof strike, ** a first day of use.*

The Collingwood Chamber of Commerce requested that a parcel receptacle box be installed at the sidewalk for the convenience of business and the public. This was approved and in place in May, 1962. Special Delivery service was started in October 1964 but owing to declining use it was discontinued on May 1, 1968. J.N. Bourie retired on January 17, 1965.

John Kennedy Richards, D.F.C., 1965 - 1973

Mr. Richards joined the Collingwood post office staff in February 1946, following a distinguished military career in World War II with the Grey and Simcoe Foresters Infantry Battalion, and later the Royal Canadian Air Force. He had been awarded the Distinguished Flying Cross as a navigator with R.A.F. Bomber Command. In 1954 he served as Postmaster at the Wasaga Beach summer office.

By 1969 the population of Collingwood had passed 9,000 as a result of new industries locating in the area. Staff at the post office reached 20 (10 inside employees and 10 outside). General delivery was used by 98 customers, 240 lock boxes were rented, and three rural routes served 435 customers. On average, 75 mail bags were despatched and 106 received on a daily basis.

A survey dated February 19, 1969 recommended that consideration be given to construction of a new federal building. The reaction to this report was swift. On March 3, 1969 Sub post office 1 (Office No. 331147) was established in Bette's Grocery store, with Leonard Bette as Postmaster. On April 1, 1969 the Collingwood post office was upgraded from Grade 7 to Grade 8.

Mr. Richards served for many years on the Collingwood Public School Board, as a board member of the General and Marine Hospital, and as an elder of his church. He retired on December 28, 1973.

Robert Albert Hutton, 1973 - 1978

Robert Hutton became Collingwood's eighth Postmaster on December 29, 1973. He was born in Toronto and came to Collingwood as a young boy. He served in World War II in both the navy and air force, and joined the post office staff in the 1950s, rising to Assistant Postmaster in January 1965. He was named the first Adjutant of the Royal Canadian Air Cadets, Kiwanis Squadron 714, when it was formed.

Mr. Hutton died on October 24, 1989.

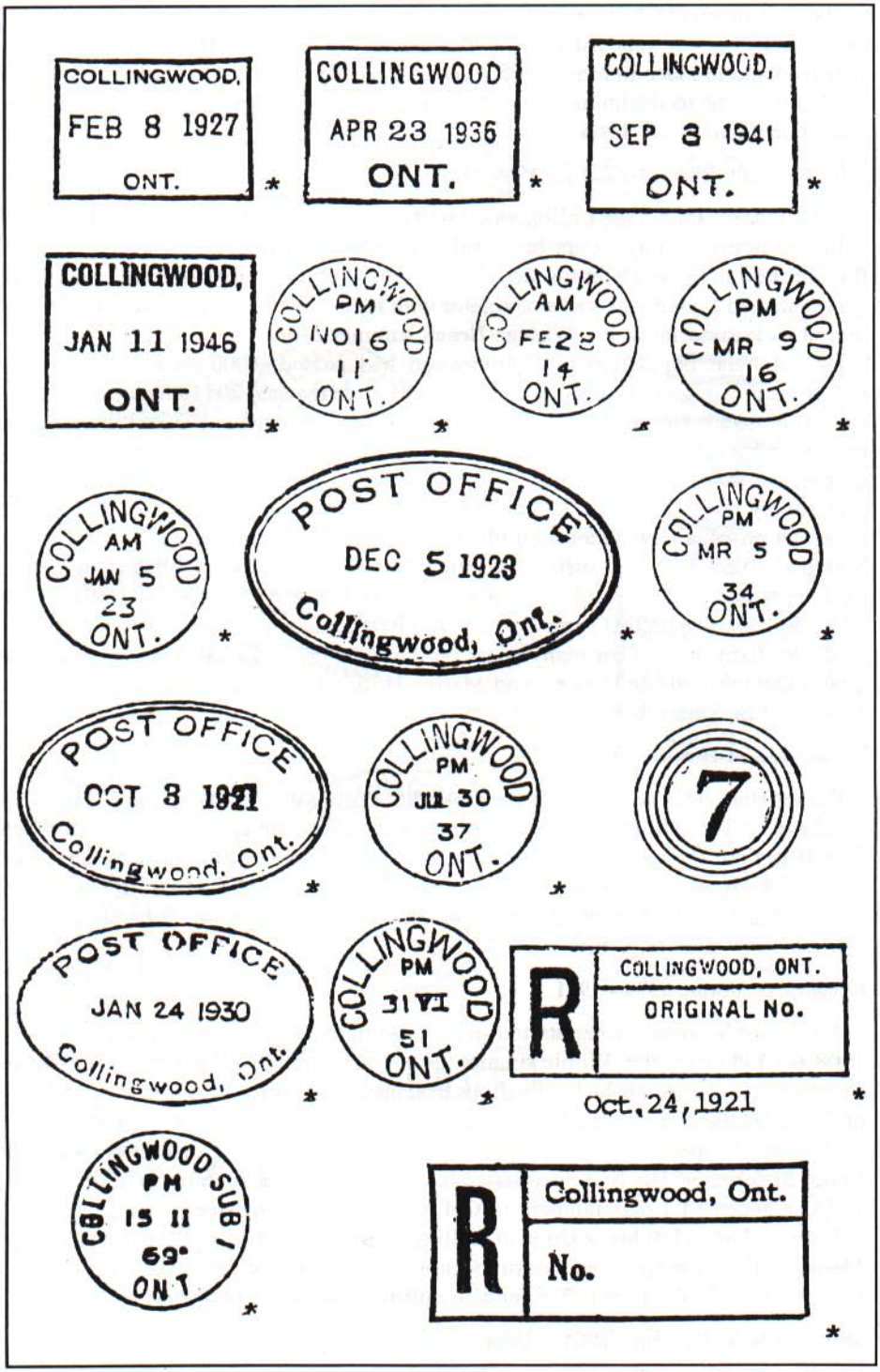
Gregory D. Upton, 1978 - 1981

Mr. Upton's postal career started in Fort William, Ontario (now Thunder Bay) in 1968 as a Letter Carrier. Within six months he transferred to a Postal Clerk's position. For the next seven years he held various executive positions with the Canadian Union of Postal Workers, including three years as president. In 1975 he was promoted to a management supervisory position and two years later relocated to Barrie, Ontario as Relief Supervisor. His first postmastership was at Alliston, Ontario in 1978. Late in 1978 he accepted a reassignment to Collingwood as Postmaster.

Gregory Upton left his position at Collingwood on July 26, 1981 and transferred to Medicine Hat, Alberta where he still occupies the position of Postmaster. Mr. Upton's interests outside the post office include curling, golf and woodworking.

William R.A. Preston, 1981 - 1984.

Bill Preston joined Canada Post as a Postal Clerk in December 1969 in Aurora,



*Some 20th Century Collingwood postmarks and hand stamps; * denotes proof date.*

Ontario. In April 1972 he was promoted to Postmaster, Grade 5 in Wasaga Beach, Ontario. Three years later he was elevated to Grade 6 and transferred to Moosonee. He was promoted again to Financial Supervisor at Barrie, Ontario in May 1976. A few months later he was appointed Postmaster, Grade 7 at Bracebridge, Ontario. Mr. Preston returned to Barrie in January 1979 as Assistant Postmaster.

He was appointed Postmaster at Collingwood effective July 27, 1981. In 1983 the positions of Postmaster and Assistant Postmaster in Barrie were abolished and replaced by two Superintendents, with different responsibilities. Mr. Preston again returned to Barrie as Superintendent - Retail, Collection and Delivery. In 1985 he became Zone Postmaster in Newmarket, Ontario, and in May 1986 he took a lateral transfer to Barrie as Zone Postmaster. Following a reorganization in 1990, Mr. Preston was reclassified to Area Manager - West Area, in Newmarket.

Alan Neil Stubbs, 1984 - 1985

Mr. Stubbs succeeded William Preston as Collingwood Postmaster on April 4, 1984. He began his career with Canada Post as a Letter Carrier in Downsview, Ontario on April 2, 1962, and later transferred to Rexdale where he was promoted to a supervisory position. In 1971 Alan Stubbs transferred to Thornhill and shortly after to Aurora where he served as Postal Officer responsible for the Letter Carrier Section. When the Aurora/Newmarket Mail Processing Plant opened in 1978, he became a supervisor in charge of mail processing.

Mr. Stubbs joined the Collingwood post office in January 1979, and left in 1982 to become Assistant Postmaster at Borden, Ontario. A series of acting assignments followed, in Barrie, Midland, Parry Sound and Collingwood. In 1984 he was promoted to Zone Postmaster of Collingwood which meant that he was also responsible for eleven dependent post offices.

Alan Stubbs resigned in 1985 to take a position with the Reynolds-Lemmerz Aluminum Wheel Company in Collingwood.

Edward (Ted) Knight took over the Postmaster's position on November 19, 1985. One week later the position was phased out, and Mr. Knight became the Superintendent of Mail Operations, a position he still holds.

Collingwood Sub Post Office No. 1

This office was located in Bette's Grocery Store at 368 Hurontario Street, at the corner of Sixth Street. It opened on March 3, 1969 and was permanently closed on April 26, 1975.

Postmasters:	Leonard Bette	3 March 1969 - 29 March 1974
	Oscar Liretti	30 March 1974 - 26 April 1975

Collingwood Sub Post Office No. 2

This office was established in 1969 at 510 First Street, at the corner of Elm Street. It was permanently closed in 1975.

Postmasters:	Ed Dalziel	
	David Andres	

Early Mail Routes Serving Collingwood

Owen Sound — Barrie (50 miles)

Carriers:	William Stephenson, Meaford	6 July 1846 - May 1847
	John Hunter, Owen Sound	May 1847 - 31 Dec. 1854

Mr. Hunter's original name was Moore Corunna Gibbie. When he came to Canada from England in the 1840s he changed his name to John Hunter.

Collingwood — Barrie (31 miles)

The Owen Sound — Barrie route was discontinued when the Ontario, Simcoe and Huron Railway opened on January 1, 1855. The Collingwood — Barrie route operated for only three months. It was phased out when the mail schedules using the O.S. & H. became fully operative. The railway made 12 trips per week, rated at 94 miles per trip.

Carrier:	Isaac May, Barrie	1 January 1855 - 31 March 1855

Collingwood — Owen Sound (50 miles, later 42 miles)

A contract for this stage route was awarded by contract in 1855. Thomas B. Horton submitted the lowest of five tenders, but because he was unable to carry out the contract it was awarded to Isaac May of Barrie at a price of £249 per annum. The courier made six trips per week during the winter months (daily except Sunday). During the summer, steamers carried most of the mail, providing a service six days per week. Contracts with the steamer companies called for service during the navigation season, usually about May 7th to the end of November. During the navigation season, the overland route operated three times per week, leaving Collingwood at 4 am on Monday, Wednesday and Friday, and arriving in Owen Sound at 4 pm the same afternoons.

This was considered a lucrative contract, and when tenders were called for its renewal in 1859 no less than 16 were received. At this time the summer road service was increased to six trips per week, and road improvements had shortened the route from 50 to 42 miles. H.P. Thompson of Toronto won the 1859 contract with a bid of $784 per year.

Carriers:	Isaac May, Barrie	1 January 1855 - 31 December 1858
	H.P. Thompson, Toronto	1 January 1859 - 31 December 1862
	Thomas May, Owen Sound	1 October 1863 - 30 June 1863
	J.B. Coulson, Owen Sound	1 July 1863 - 30 June 1867
	Charles Cameron, Collingwood	1 July 1867 - 30 June 1874

On November 1, 1871 a new contract specified that the courier should transport the mail from the close of the navigation season until its re-opening in the spring.

The Collingwood — Owen Sound route was discontinued in December 1875. After this date, mail to Owen Sound was carried by the newly completed London, Huron & Bruce Railway.

Mail Services to Collingwood by Steamer

Collingwood — Owen Sound

By 1855 the Post Office Department had entered into contracts with various steamer companies to transport the mail between Collingwood and Owen Sound, a distance measured at 50 miles. Z.C.Camp was one of the early operators, but the major contract was awarded to Capt. William H. Smith of Owen Sound. The steamer *Mazeppa* made 171 trips in 1855. During the same 1855 navigation season, James Zimmerman contracted for 19 trips on this route. His payment was 25 shillings per trip. Capt. Smith received £363/7/6 for the 1855 season, equivalent to about $9.75 per trip.

In 1856 the *Canadian* and the *Mazeppa* carried most of the mail. Both steamers were owned by Capt. Smith. Other steamers continued to operate on this route. For

example, in 1860 Capt. Smith was paid for 125 trips, Thomas Dick of Toronto for 14 trips, and Charles Cameron for two trips.

New tenders were called again in 1862, and Capt. Smith was again successful. At this time the trip was rated at 60 miles, and included exchanges of mail at Leith, Cape Rich, Meaford and Thornbury. Ten years later Capt. Smith was still held the major contract to carry mail between Collingwood and Owen Sound.

This route last operated in the 1875 season. The London, Huron & Bruce Railway began service to Owen Sound on January 4, 1876, and the steamer service was no longer required.

Collingwood — Sault Ste. Marie, Fort William and Red River

A contract to carry the mails between Collingwood and Manitowaning by schooner was given to Baptiste Loranger beginning June 1, 1855. This contract was renewed for the 1856 and 1857 seasons.

Before 1855 steamers carried the mail from Owen Sound to Sault Ste. Marie. With the completion of the railway to Collingwood in 1855 the latter became an important port for goods in transit, as well as the mail. George Thompson operated a steamer service between Owen Sound-Collingwood and Sault Ste. Marie. He transported the mail over this route on nine trips in 1855. With the opening of the navigation season in 1856 the steamer *Collingwood* was contracted to carry the mail as far as Fort William (now Thunder Bay). It is generally believed that the owner of the vessel was J. Wilson.

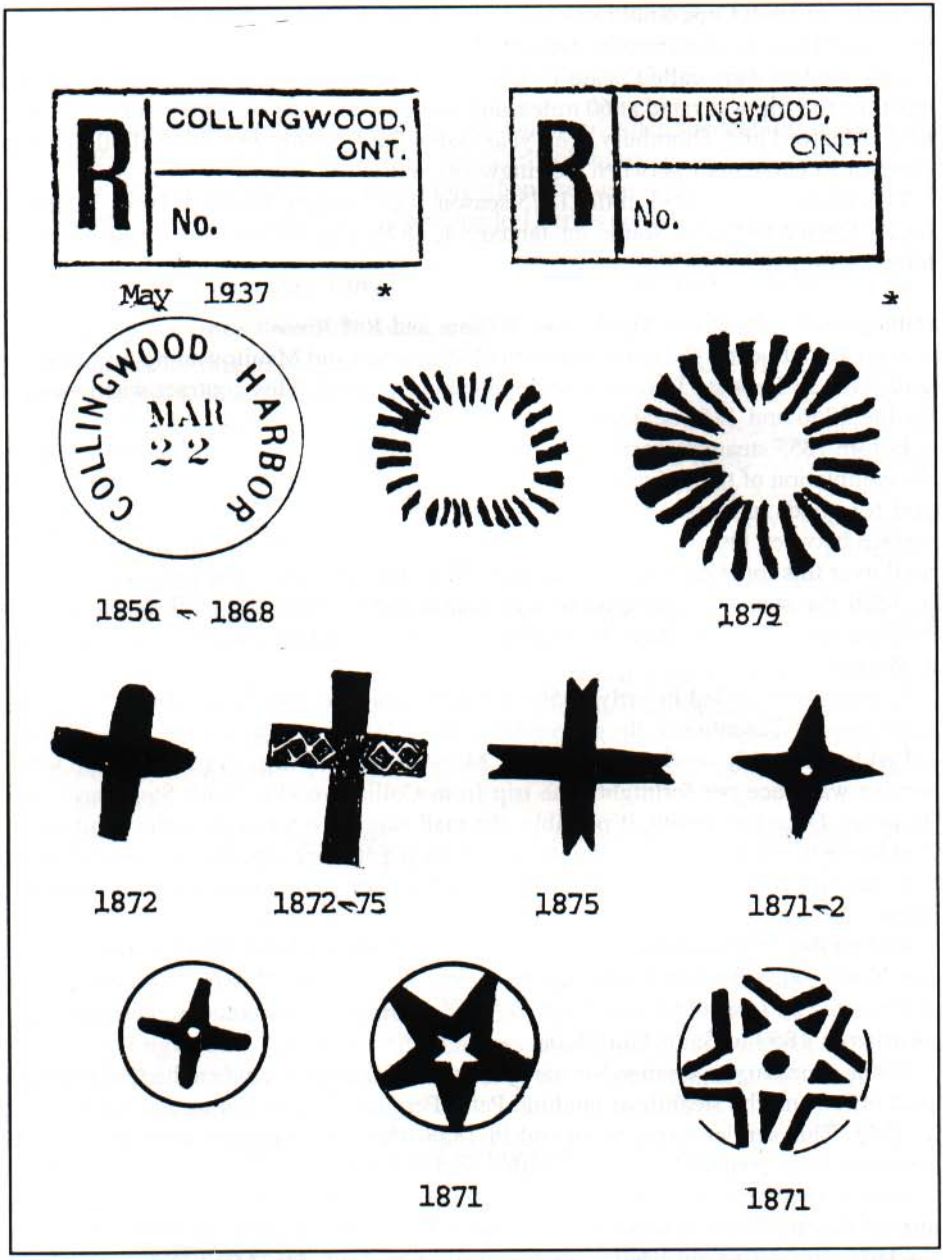
Tenders were called in early 1859 for a service all the way to the Red River. E.M. Carruthers of Toronto was the successful bidder of the five who tendered. His contract called for a weekly service to Sault Ste. Marie at $40 per trip, and $60 per trip when service was once per fortnight. The trip from Collingwood to Sault Ste. Marie took 36 hours. Once per month, if possible, the mail was to be taken from the Sault to the Red River by steamer, canoe, sleigh, or on foot at $500 per trip. Elapsed time allowed for each trip was 15 days. The contract was for four years, beginning September 1, 1859.

During the 1860 navigation season, Mr. Carruthers made 22 trips by steamer, and the North West Transit Company was paid for another 26 trips. The latter was represented by James McLeod. Capt. D.M. McCormick of Toronto also contracted for 14 trips in 1860 to Sault Ste. Marie.

It was necessary to arrange for transportation of the mail between the Collingwood post office and the steamboat landing. Peter Ferguson began this service on October 1, 1855. This service came to an end in 1858 when the contracts specified that the steamers were responsible for delivering and picking up the mail at the post office.

E.M. Carruthers and the North West Transit Company, both based in Toronto, shared the mail conveyance on this route for the 1861 season. Early in 1862 new tenders were called specifying weekly service to Sault Ste. Marie (350 miles) and monthly service to Fort William (700 miles) and Red River. John McLeod of Amherstburg was awarded the contract.

The contract was reopened the following year, and nine bids were received. Charles Perry and E.M. Carruthers of Toronto won the contract, with a bid of $70 per trip to the Sault and $350 to Fort William. They used a 135-foot steamer capable of a speed of 10 to 12 miles per hour. Their firm, Carruthers, Perry and Ewart, continued to carry the mail through the 1869 season.



Postal markings used at the Collingwood post office. The boxed Registration marks are proof strikes. The 'Collingwood Harbor' marking was an unofficial device, probably made locally on the instructions of postmaster Peter Ferguson. The sunbursts, stars and crosses were handmade cancelling devices used in the years indicated. These fancy cancels are prized by collectors.

The contract for the 1870 season was won by Milloy and Co. Fort William now received mail three times per month. For the 1871, 1872, and 1873 seasons, the Northern Railway Company contracted to carry the mail by steamer between Collingwood, Fort William, and Duluth, Minnesota. Their contract for 1874 stipulated that their steamers would leave Collingwood on Tuesdays and Fridays, arriving at Fort William on Friday and Monday, and Duluth on Saturday and Tuesday.

While steamers were ideal for transporting the mail during the navigation season, a need for increased winter service resulted in a contract to transport the mail between Collingwood, Penetanguishene, and Sault Ste. Marie beginning in December 1872, making three trips per month. This replaced the Indian express and military service that had existed during the winter months. The last contract for this service was awarded in 1876 to T. Scott and S.J. Parker. In 1878 the railway reached Penetanguishene, making this service redundant.

By 1895 steamers operated by the Great Northern Transit Company and the North Shore Navigation Company carried mail between Collingwood and Sault Ste. Marie (485 miles) and between Collingwood and Killarney (196 miles). Both companies served the two routes and both made two trips per week. For the 1900 navigation season the Northern Navigation Company had the contracts for all steamer service over both routes.

Collingwood to Penetanguishene, Parry Sound, etc.

By 1859 steamer service was available between Collingwood and Sault Ste. Marie via Penetanguishene. Mr. T. Dick was contracted in 1858-59 to make four trips using steamer and sleigh, if required.

Parry Sound, 70 miles by water from Collingwood, had became a port of importance by the late 1860s. William Beatty operated a steamer twice a week to Sault Ste. Marie via Parry Sound, and as a result was successful in obtaining mail contracts during the 1868, 1869, and 1870 seasons. Beatty also had a contract for a weekly service between Bruce Mines and Collingwood, a 387 mile journey by water.

A mail contract for conveying the mail by steamer between Collingwood and Parry Sound was awarded to Beatty in 1871. This was a two trip per week service, which was increased to three trips per week in 1880 when the Georgian Bay Transportation Company received the contract. This contract was not renewed in 1881.

Short-lived Nineteenth Century Mail Routes

The railway revolutionized the mail transportation system. A number of mail routes were discontinued after improved rail and road connections were available. The following are some of the short-lived routes that originated in Collingwood.

Collingwood — Durham, 45 miles, 6 trips per week

Charles Cameron of Collingwood carried mail on this route from the time it was established, July 1, 1868 until it was discontinued on January 1, 1874.

Collingwood — Flesherton, 30 miles, 6 trips per week

Carriers: Charles Cameron, Collingwood1 November 1873 - 31 December 1876
W.Miller1 January 1877 - 30 June 1878
J. Glenn1 July 1878 - 30 June 1880

Collingwood — Nottawasaga, 8 miles, 3 trips per week

Nottawasaga post office was established in 1842. Its name was changed to Bowmore

in 1857 and to Duntroon in 1864. This route was established when the railway was completed to Collingwood.

Carriers:	F. Hewson	1 January 1855 - 31 January 1855
	William Blair	1 February 1855 - 30 June 1858

Collingwood — Nottawa, 3 miles, 3 trips per week

This route operated from September 1, 1859 until September 30, 1861. Dougald McLarity of Collingwood held the contract with a bid of 50¢ per trip, or $78 per year.

Collingwood — Gibraltar, 10 miles, 1 trip per week (increased to 3 in 1875

Carriers:	J. Glenn	1 October 1872 - 31 December 1875
	R. Glenn	1 January 1876 - 30 June 1880
	J. Glenn	1 July 1880 - 30 September 1894
	J.H. McLean	1 October 1894 - 2 May 1914

Collingwood's Rural Routes

The first rural mail route established at Collingwood was R.R. 1 on October 15, 1912. The route was originally 26.1 miles. In 1986 there were 128 customers on R.R. 1. By 1990 the number had increased to 252. The postal code is L9Y 3Y9.

On October 1, 1916 R.R. 2 was established, covering a route of 28.8 miles. The number of customers on this route increased from 386 in 1986 to 566 in 1990. The postal code is L9Y 3Z1.

Rural Route 3 was not established until September 17, 1934. On May 25, 1939 the Craigleith post office was re-opened, and was served by R.R. 3 Collingwood. It was originally 22.6 miles in length. The number of customers increased from 212 in 1986 to 860 in 1990. The postal code is L9Y 3Z2.

Part of R.R. 3 is designated R.R. 4, postal code L9Y 4T9, in order to expedite the sorting for the first part of the route, where many condominiums have been built. There has never been a separate contract for R.R. 4; it has always been served by the R.R. 3 carrier.

Local Mail Services

When the Ontario, Simcoe & Huron Railroad began service to Collingwood there was a need to transport the mail between the post office and the railway station, a distance rated by postal officials as a quarter of a mile. Initially, 12 trips per week were scheduled, but when new tenders were called in late 1857 the number of trips increased to 24 per week.

An additional contract to transport the mail between the post office and the Hamilton and North Western Railway station, a distance of an eighth of mile, was included in the local contract beginning in 1880.

Street Letter Box service came to Collingwood on July 1, 1888. Mr. J. Ferguson secured the initial contract, and remained the contractor until shortly after 1900, when the service was included with the railway station pickup.

The number of trips to the railway station was increased to 48 per week on October 13, 1914. The railway ceased to carry mail to Collingwood in 1958, and a new contract awarded that year was for street letter box pickup only. The letter box service continued until May 1, 1968. Parcel Post Service was discontinued on May 1, 1958, and Urban Services lasted until March 31, 1972.

The Future of the Post Office Building

In 1958 the Department of Public Works was instrumental in having the Collingwood Federal Building designated a unique structure. The government carried out restoration work at a cost of $94,746.

When Canada Post became a crown corporation on October 16, 1981 the 'Post Office Building' remained a federal government building and Canada Post became a tenant.

As Collingwood continues to grow, more space for federal government use will be required. In all probability the post office, no longer a federal government department, will have to look elsewhere for accommodation.

Regardless of what may happen in the future, we have assurances from Public Works Canada that Collingwood's unique Federal Building will be preserved. □



Collingwood Post Office
(Courtesy Community Development Commission, Collingwood)



The Collingwood Coin and Stamp Club marked the post office's 75th anniversary in 1990 with this commemorative cover at their annual show.

James E. Kraemer of Nepean, Ont. is a Past President of the R.P.S.C.

The Jetliner, the Arrow, and the Avrocar

by Murray Heifetz

In 1945, the British aircraft manufacturer, A.V. Roe (Avro), moved into Canada with the takeover of Victory Aircraft, located at Malton, Ontario. The Roe Company assembled a talented team of engineers and designers which, over the next 15 years, produced some of the most advanced aircraft in the world.

The first of these was the *Jetliner,* — the first passenger jet aircraft in North America. Its first successful flight was made on August 10, 1949. On April 18, 1950 it made history when it flew the first international jet transport flight in North America from Toronto to New York.



Figure 1. A registered cover from the first flight of the Jetliner *from Toronto to New York, flown April 18, 1950. Definitives of the 1950 'Unrevised' issue pay the 17¢ rate (10¢ registration + 7¢ airmail).*

Over the next five years Avro tried to sell this aircraft to governments and commercial airlines, but a combination of factors eventually caused Avro to stop production: the Korean War and its immediate imperatives, airline reticence to be the first to commence jet service, and lack of Canadian government support.

On October 4, 1957, Avro rolled out the first production model of its advanced interceptor-fighter. Designated CF-105, it was christened the *Arrow* and became one of the legends of Canadian aviation history. The first flight was on March 25, 1958. The *Arrow* was the world's most advanced all-weather interceptor.



Figure 2. A cover flown on a test flight of the Avro Arrow *3rd production model on November 7, 1958. It was signed by four pilots, all of whom ere test pilots on various* Arrow *models. These pilots are W.J. 'Spud' Potocki, Peter Cope, Jan Zurakowski, and Don Rogers. Jack F. Woodman of the Royal Canadian Air Force also signed the cover, as did Jim Floyd, in charge of the* Arrow *design team.*

As in the case of the *Jetliner*, the *Arrow* was eventually grounded by a combination of world events and domestic politics. The successful launch by the U.S.S.R. of *Sputnik I* tilted the view of U.S. and Canadian defence departments to the use of missiles rather than aircraft, and the *Arrow* gave way to the *Bomarc* missile. The project was cancelled on February 20, 1959. (See Figure 2.)

The third in this series of Avro designs was the VZ-9Z *Avrocar*. This craft was a flying saucer type design. It was built to prove the ground cushion effect principle. The *Avrocar* was supposed to be able to take off vertically,hover above the ground, skip over rough terrain at low levels, and like normal aircraft, fly at high altitudes.

Two *Avrocars* were built. The first was completed on December 5, 1959. All early flights were tethered. After a year of testing, untethered forward flight was attained. The project ran into trouble when it became apparent that in flights above four feet, the aircraft was unstable. The development contract was cancelled in December 1961 and all work ceased.

Two covers flown on the *Avrocar* are shown in Figures 3 and 4. These flights were the last tethered trial and the first of the untethered flights of the second model of the *Avrocar*. The last tethered flight took place on November 10, 1959, and the first free flight occurred two days later. Both were made by test pilot W.J. 'Spud' Potocki, who signed the covers.

The first was cancelled by a circle date stamp at Melton, and the second was processed at the Toronto A.M.F. (Air Mail Forward) section at the Melton airport. Special cachets were prepared for both flights.



Figure 3. Cover flown on the last tethered flight of the Avrocar, *10 Nov. 1959.*

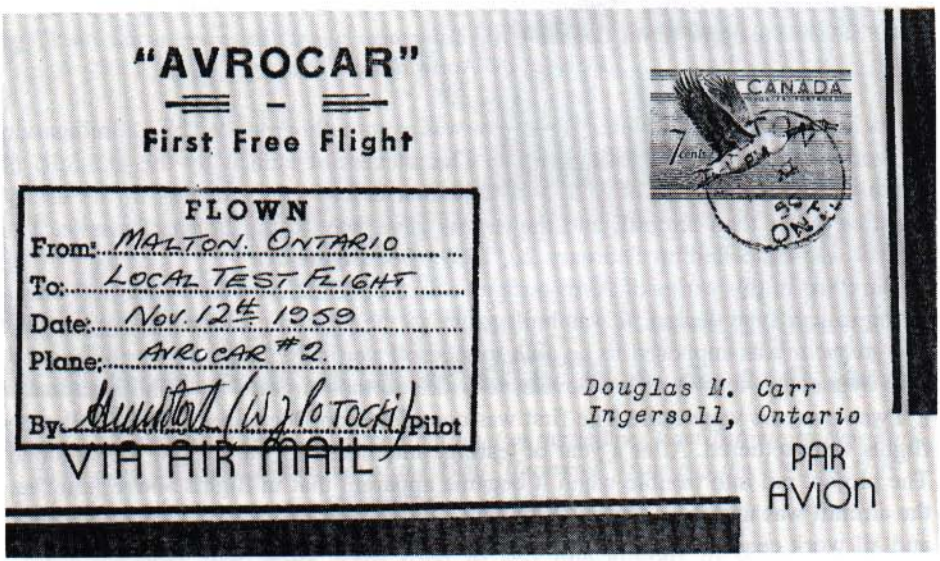


Figure 4. Cover flown on the first untethered flight of the Avrocar, *12 Nov. 1959.*

The author would be pleased to learn of any other Avro covers, of the *Jetliner,* the *Arrow,* or the *Avrocar.* □

A well-known figure in Aerophilately circles in Canada, Murray Heifetz of Don Mills, Ont. participates frequently in stamp shows, as both an exhibitor and judge.

An Early Item of Mail from the Canadian U.N. Contingent in Korea

by Robert Toombs

Korea, a dependency of Japan, was partitioned in 1945 at the 38th Parallel into Soviet (north) and U.S. (south) zones of occupation. In 1948 these zones became the Democratic Peoples' Republic of Korea and the Republic of Korea respectively.

On June 25, 1950 North Korean forces invaded the South, ignoring a United Nations Security Council order to withdraw. Many countries responded to the United Nations General Assembly call for assistance.

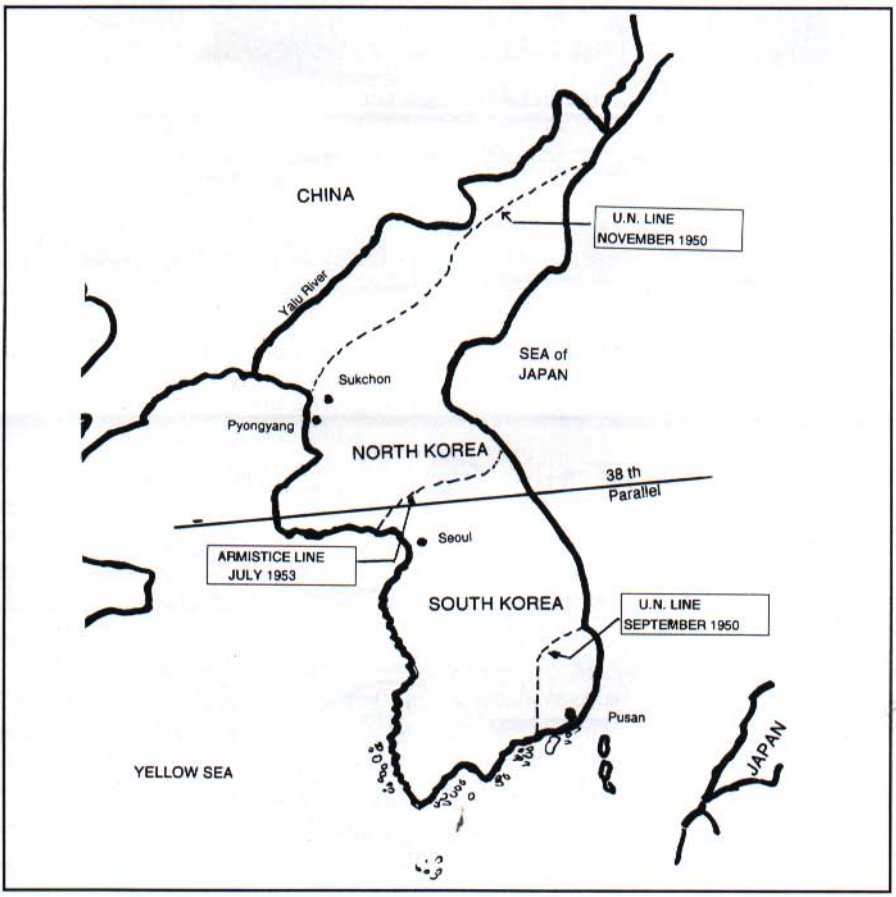


Figure 1. Military lines during the Korean War, showing the extremity of the northern advance of U.N. forces. The United Nations were in retreat from this line at the time the radiogram described in this article was sent.

Canada was one of the countries to become involved. Three destroyers from the Royal Canadian Navy were dispatched to Korean waters on July 5, 1950. Canada mobilized the Canadian Army Special Force for Korea on August 7, 1950.

The North moved to occupy, by September 1950, all of Korea, except a defensive perimeter around Pusan. U.N. troops, led by Gen. Douglas MacArthur, rallied to drive Northern forces to the Chinese frontier at the Yalu River. This prompted China to intervene actively on the side of the North in October 1950, pushing U.N. forces below the 38th Parallel by early 1951. The battle front subsequently stabilized along the 38th Parallel, where hostilities continued until mid 1953.



Figure 2. A radiogram sent by a member of the Canadian Forces in Korea in late 1950. The lightly-struck postmark is located at the lower right corner.



Figure 3. The reverse of the radiogram envelope, showing the transit marks.

Princess Patricia's Canadian Light Infantry arrived in Korea in November 1950, followed by the Canadian Army Special Force in April 1951. Radiograms served as one of the means of communications to members of these forces.

Figure 2 shows a radiogram window envelope with a Korean postmark of 4?83.12.15 (probably 15 December 1950), presumably struck at Seoul. This is an early Canadian item from the Korean War — Canadians had arrived only a couple of weeks before. Also, it is not a routine piece of mail. It followed its recipient for almost six weeks before it was delivered.

In addition to the postmark, there are a number of other succeeding transit and directional marks, as follows:

i. U.S. ARMY POSTAL SERVICE / DEC 17 1950 301 A.P.O. (on reverse.) U.S. Army APO 301 opened in Seoul on October 26, 1950. Seoul fell a second time to the North on January 4, 1951.

ii. "APO 24" (on front in manuscript.) U.S. Army APO 24 is listed at Sukchon from November 29, 1950. Pyongyang, located near Sukchon, fell to the North on December 5, 1950. With the U.N. forces in retreat from the north, it is likely that APO 24 was in the Seoul area rather than at Sukchon in late December 1950.

iii. "25 C.F.P.O. / PUSAN" (in manuscript on front, partially over the postmark.) Canadian Forces Post Office 25 opened on November 18, 1950 at Pusan. CFPO 25 remained active until November 30, 1954.

iv. CFPO 25 / PM 8 1 51 (circle date stamp on reverse.) The radiogram was received at Pusan on January 8, 1951. This was three days after the second fall of Seoul.

v. CAPO 5000 / 23 1 51. (circle date stamp on reverse.) The radiogram was received January 23, 1951 at Canadian Army Post Office 5000 in Vancouver.

vi. "Shaughnessy Vet's Hospital / c/o Med. Superintendent / Vancouver, B.C." (in manuscript on front.)

The origin of the radio message, its text, and the identity of the recipient are unknown. The most plausible explanation is that the radiogram was sent from Canada to a serviceman in Korea who had been injured in action. The radiogram followed him back to Canada, and caught up with him during his recuperation at Shaughnessy Veterans' Hospital in Vancouver, some six weeks after it had been transmitted to Korea.

The CFPO and CAPO markings are those used by the Canadian Postal Corps. The C.P.C. was reactivated for service in Korea on November 1, 1950, and it served all three services — the army, navy, and air force. The letters 'CFPO' were adopted for overseas post offices. CFPO 25 was the first to use the new designation.

At the time of the Korean War, the military postal service began using four-digit numbers to distinguish regulating post offices in overseas theatres. The initials 'CAPO' in front of the four-digit number stand for 'Canadian Army Post Office'. □

Robert Toombs is an engineer based in Surrey, B.C. He has recently begun writing about his major interest, military philately. This is his third appearance in The Canadian Philatelist.

The Canadian Admiral Two-Line Surcharge of 1926

by George C. Marler, F.R.P.S.C.

(Editor's Note: the following is the text of a talk given by the late Honourable George C. Marler of Montreal to members of the Westmount Philatelic Club. Since the text contains some facts not included in Senator Marler's book, Notes on the Admiral Issue of Canada *(1982), we are pleased to publish this complementary article, which we believe will be of interest to both Admiral specialists and general collectors of Canada.*

The first thing of which I should remind you is that, when on 1st July 1926 the letter rate was restored to two cents, there were on hand 130 million 3-cent stamps. With the new rates they could have been used to pay the three cent rate to Great Britain, but there were enough for 25 years if they were to be used for this purpose.

The stamps represented an investment on the part of the Government of about $15,000, and it was therefore decided to use this stock by surcharging it '2 cents' to help meet the demand for stamps of this denomination. I understand that initially over 14,000,000 of the 3-cent stamps were surcharged in one line type by the King's Printer. Owing to practical difficulties caused by differences in the width and length of the individual sheets, the work was executed most unsuccessfully and in fact it was so poor that the surcharged stock was ordered to be destroyed. But, as Jarrett says, 500 sheets were rescued at the very mouth of the furnace. These sheets were distributed to collectors through the Philatelic Agency.



The one-line '2 CENTS' surcharge. (Scott No. 139) The overprinting, done by the King's Printer, was considered unsatisfactory, and all but 500 sheets were destroyed.

I have heard it said that this was not enough to satisfy collectors who insisted on having more stamps surcharged. This does not sound to me a convincing reason for over-printing further stamps unless the surcharge was to be precisely the same as on the first batch of overprints. At all events, whatever may have been the reason, a

further supply of sheets was surcharged in two lines by The Canadian Bank Note Company. Jarrett states that of these sheets, 808 were made available to collectors. This is the stamp of which I have attempted to reconstruct a sheet.



The two-line '2 / CENTS' surcharge (Scott No. 140). These were overprinted by the Canadian Bank Note Co., and 808 sheets were made available to collectors.

Two members of the Westmount Philatelic Club, whose names I do not know, are responsible for my having embarked on this task. The trouble started when I bought at the Westmount Club's auction two blocks of this surcharge, one of nine stamps and the other of six. I then put them away for future examination, but recently looked them over with the aid of a glass. I was quite surprised to find in these fifteen stamps no less than six different surcharges. I will explain immediately that the differences were not due to poor printing, and had nothing to do with the position of the surcharge upon each stamp. What I observed was that in each of the six surcharges the figure '2' had a different relation to the letters of the word 'CENTS', and that it was comparatively easy to distinguish one type from the others. These differences suggested to me that the reconstruction of a whole sheet (that is, a pane of 100 stamps) was within the realm of possibility.

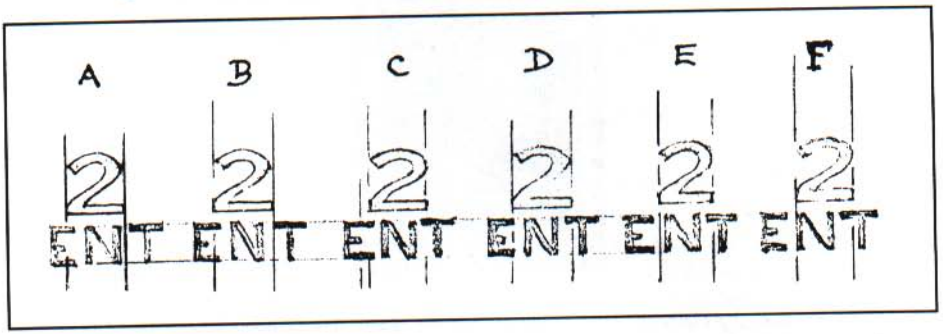
What I remembered of my mathematical education told me that if I had six letters, each representing one type of surcharge, it would be possible to make no less than 360 arrangements of four letters all different, or in other words 360 blocks-of-four each containing four different surcharges, and that no two of these blocks would be exactly alike. But I argued to myself, this does not exhaust the possibilities because a block-of-four does not necessarily contain four different surcharges. There may be 2, 3, or 4 exactly the same. My mathematics gave out at this point, so I contacted an actuarial friend who told me that I could make no less than 1296 arrangements of four surcharges. If the mathematics were right, I thought, the chances were very small that I should find two blocks exactly the same, so that if overprinting of each sheet were constant and if I could secure enough blocks, the reconstruction of a sheet would be a task requiring only patience and a little logic.

The next thing to do was to procure some material to work on, and at the outset it seemed as if securing enough material was to be the most difficult part of my task. However, little by little I picked up blocks of four, six, and eight, and a couple of strips, one of three and the other of five. You will appreciate that a single stamp would be of no use because it could not be related to any other, and that pairs would be of very little more use because, mathematically, there could be only 30 different

pairs, which obviously is far less than the number in a full sheet.

This was the foundation upon which my operations were based.

I think it would be appropriate at this point for me to show the different types of the surcharge, which for tabulating purposes I have lettered as A, B, C, D, E, and F.



The varieties of the '2 CENT' surcharge, showing the variations in the vertical alignment of the '2' relative to the letters in 'CENTS' below. There is no significant horizontal variation on the stamps in a particular row, but the horizontal spacing can vary from one row to another.

As I secured each block I noted its characteristics very carefully, and it was not long before I found that neither the horizontal distance between the surcharges, nor the vertical distance between rows was constant. The horizontal distance varied from 21.0 mm to 21.5 mm and the vertical distance from 24.5 mm to 25.5 mm. I assumed that there would be no appreciable difference in the vertical distance between the lines of surcharge at one end of the row and at the other because the lines of type would be separated by metal strips or leads which would be of uniform thickness. Later this assumption proved to be substantially correct. It was an important assumption because if in a block of four the vertical separation was 24.5 mm that block could not belong in the same line as another block in which the vertical separation was 25.5 mm.

While there was reason to assume that the rows of surcharges would be parallel horizontally, I know that there was no uniformity in the vertical rows of surcharges because the block of nine I had definitely showed vertical variations.

After coming to these conclusions I set to work to make a tentative layout of the material accumulated. Logically the start would be made with the plate block. It had to go at the top with another block on which part of the plate number showed. The two blocks overlapped to make up a block of 10. The plate number definitely located this block and also located three stamps to its left and two on the right. I noted that the vertical separation in both of these blocks was 25.0 mm, and concluded that all material in which the vertical separation differed from 25.0 mm was eliminated from this horizontal row.

Next I was able to make up, from blocks with the margin on the right, an assemblage of 24 stamps. This gave me the vertical separation for five more horizontal rows and enabled me to decide that other blocks I had could only go in particular horizontal rows.

I shall not weary you by describing the trials I went through in making up my tentative layout. It suffices to say the most accurate part of this work was the use of

the word 'tentative.' While in theory it was quite correct, in actual fact it was not. I had not assembled enough material to be able to say at the time that it was wrong and I was not long in coming to the conclusion that, though the reconstruction of a sheet, without a full sheet to work from, was certainly possible, the rest of my life might be too short to work out all of the theoretical possibilities, so I set out to borrow a full sheet to use as a guide.

A fellow philatelist, Mr. Brophy, was good enough to lend me one. I examined it with great care and noted all the details, the arrangements of the surcharges, and the vertical and horizontal separations. When I had made a complete tabulation, I hastened to compare with it the tentative layout I had made. A fair part of my tentative layout was quite correct, but to my dismay I found that several of the blocks I had wouldn't fit into the tabulation. Here the scheme of lettering I had followed for the six types came in handily. Clearly, while there might be some doubt as to whether a 'C'' was really a 'B' or 'D', those being what I may call the adjoining types, a 'B' couldn't be mistaken for an 'E'. The block of nine, one of those which had started me on my task, was described as DBC - BBB - FEE. That is to say, the second-line surcharges were all Type B, and nowhere in the complete tabulation was there a succession of three 'B' types. The only thing to do was to check over the refractory material. I did so, but found the tabulations quite correct. There seemed to be only one conclusion to come to, and this was my reasoning. The stamps must have been overprinted in panes of 100, because they had been delivered to the Post Office Department, and later had been returned to the printer for surcharging. The right and left-hand panes would have margins on different sides. Therefore, as a large number of these stamps were surcharged, the printers probably used two plates, one for right-hand panes with the wide margin on the right, and another for the left-hand panes with the margin on the left. This conclusion seemed to be borne out by the fact that some refractory material clearly came from a right-hand pane, and the full sheet I was checking was an upper left pane. I had, however, the suspicion that the use of different plates for right and left-hand panes was a little unlikely, as a lot of my material from a right-hand pane had corresponded exactly with the tabulation of a left-hand pane.

Obviously, the next thing to do was to secure a right-hand pane and again Mr. Brophy came to the rescue by lending me two more upper left panes and an upper right, from which the 19 straight-edge stamps had been detached. Naturally I first tabulated the 81 stamps of the upper right pane, and then compared this tabulation with that of the upper left. After a little work checking and correcting some discrepancies in the two tabulations I found that the first seven rows on both panes corresponded in every detail as to type of surcharge as well as to vertical and horizontal separations, but the 8th and 9th rows were entirely different. With a sigh of relief I hastened to see whether my accumulated material fitted into the new tabulations. To my great satisfaction it all fitted perfectly. I had then in hand 106 copies which, when properly arranged, fitted no less than 66 of the 81 positions in the new tabulation.

Then I went on to tabulate the other left-hand panes. One, quite lightly printed, was very difficult to do because the difference between the B, C, and D Types was not nearly as distinct as in the heavier printing in which the ink spread a little more. However, after a good deal of checking I observed that every row was the same as the

other left pane, excepting the ninth row, which was so different that there was no doubt that it was an entirely new line of surcharges, not resembling any in the ninth row either of the left or right-hand panes. The other left pane was the same as the first I examined.

Up to this point I had observed that the first seven rows were the same in all panes, that the eighth and ninth rows of the right pane differed from the left panes, and that the left panes were the same excepting the ninth row of one of them.

Not long after this I picked up a block of six from a left pane with the wide margin showing the five vertical guide lines which I was able at once to identify as part of the 6th, 7th, and 8th rows. I found that this block did not correspond with the other left-hand panes, so that my first conclusion that there were two different sets of plates, one for the right-hand panes and the other for the left, was plainly proved to be quite incorrect. This being so it now seemed beyond dispute that the guides used in feeding the sheets to the press must have been changed for the overprinting of left and right-hand panes.

I still had not been able to fit in the strip of five with a margin showing a little bit of an arrow in the margin, and the strip of three. I suspected that they belonged in the last row, but it was only later when I examined a full right-hand pane that I was able to verify the positions of these two strips. The examination of the full pane showed that the last three rows differed from the same rows of the left-hand pane I had first tabulated.

I had not thought of consulting Jarrett's work in the course of my task, but have since done so, and it would perhaps be interesting to note what he says. First, he states that "there is a slight variation in the vertical spacing between the 8th, 9th, and 10th rows." While this is true, it is not the whole truth. The normal vertical distance between two stamps is very close to 25.0 mm. This is the distance between the 1st and 2nd, 3rd and 4th, 4th and 5th, 7th and 8th, and 9th and 10th rows. Between the 2nd and 3rd, 5th and 6th, and 8th and 9th rows the spacing is 24.5 mm, and between the 6th and 7th rows it is 25.5 mm.

Secondly, Jarrett also states: "....on the stamps of the 10th vertical row, the tail of the '2' is at least ¼mm. longer due possibly to the slipping of the sheets in printing." In the material I have examined I did not find this to be the case.

Thirdly, Jarrett asserts that the printing on each of the four panes making up the sheet is identical for both types of surcharge. This may be true of the single-line surcharge, but it is not true, as we have seen, for the two-line surcharge.

Finally, Jarrett states:"....stamps of the right vertical row (2-line) show the left extremity of the '2' in line with or to the right of the left extremity of the 'N' in 'CENTS'. This is true only of two of the stamps in this row.

Of the six types of overprints, Types B, C, D, and E are the most common. In one pane of 100 there are 26, 20, 24 and 17 respectively, and in another there are 20, 19, 29 and 16 respectively. On these two panes the Type A appears 9 and 10 times, and the and Type F 4 and 3 times.

In addition to the six types mentioned above, there are two subtypes which may be called Type A^1 and Type F^1. In the Type A^1 the left extremity of the '2' is in line with the right extremity of the 'N'. This type appears once on one pane and not at all on

the others. Unquestionably it is the least common of all the types. In the Type F^1 the right extremity of the '2' is a little to the right of the left extremity of the 'N'. and it appears once in each of two panes and four times in another. It is almost equally uncommon.

Perhaps some philatelists may wonder whether in the full sheets there are not two blocks of four identically the same. I have found six pairs of blocks of four with each pair composed of the same arrangements of the types of surcharge, but no pair is the same in every detail. Either the vertical spacing or the horizontal spacing is different, or else a straight edge distinguishes it. This means that any block of four can be identified as belonging in a certain position on the sheet.

No doubt, some may ask, "What does he get out of all this?" The answer is: a lot of pleasure, and a certain amusement. The pleasure came from the identification of the material I secured, and the amusement from the strips of five and three I have referred to. You will remember that by a process of elimination I finally determined they went in the bottom row. Now the catch was that all of the stamps in the row are at right edges but these two strips were not. Recently the dealer from whom I bought them mentioned to me quite casually that in Toronto a perforating machine was being sold to "fix up" these straight edges, and while I don't suspect the dealer, my study of the two-line surcharge tells me that these strips can't belong elsewhere than in the bottom row, and that the perforating machine does quite a fair job. □

The 1992 Canadian Hologram Stamp and Its Varieties

by Kasimir Bileski

Canada Post has a stamp issuing policy that is second to none, compared to any other postal system in the world. The stamps are innovative, attractive, right from the start in 1851. There was the first ever wildlife featured on a stamp — the Beaver of course. Then followed over the years hundreds and hundreds of well designed stamps explaining Canada to the world.

Now and then Canada Post issues a stamp honouring an event that touches some sort of joint effort or event of two nations, such as the 1959 Canada—U.S.A. St. Lawrence Seaway opening, the 1984 Jacques Cartier stamp, issued jointly with France, or the 1990 Canada—China stamps honouring Dr. Norman Bethune.

October 1, 1992 saw the advent of a different joint combination effort, half printed in Canada, and half in the United States. This was the Hologram pane that featured Canada's contributions to space exploration. The result was the first ever multiple postage stamp Hologram issue on the North American continent.

The prestigious Canadian magazine *Equinox* had a fine article on the production of the Hologram panes in its September-October 1992 issue. The article concluded with

these words:

> Meanwhile, collectors will spend hours studying the stamps and the hologram under strong magnifiers and bright lights in the faint hope that if something did go wrong, the prizewinning error will be right there before them. A glitch in a sea of perfection. A rare one. A collector's item.

Hologram Stamps with No Hologram

Ever since printing was invented, they who do the work have always had a dream of turning out, say, the Bible, or a good sized stamp issue with not one mistake.

Alas, total perfection is still elusive. Here's what one dealer found amongst the Canada Holograms:

Early in October 1992 a non-collector stepped up to a postal window in Winnipeg and purchased several panes of the new Hologram stamps. She took them home and showed them to her husband, pointing out that while the 10 stamps on one pane read "42¢" there were no Holograms on any of the 10 stamps. Her husband was not a collector, but he knew one member of my family, which meant that inevitably I got tot see the strange pane.



This is the 1992 Hologram stamp, on the left, as it should appear. Miscuts, misplaced holograms and missing holograms exist, and these varieties are creating much interest among collectors. The Hologram Stamp was one of a se-tenant pair, issued in panes of 20 stamps, 10 of which were the Hologram Stamp. The panes were arranged four stamps across and five stamps down. Thus, the Hologram Stamps are in the first and third vertical rows. The sheets as printed were made up of six panes, which were cut apart after the printing was completed. A knowledge of the pane layout of these stamps is necessary for an understanding of the errors.

Remember the Seaway Inverts?

Now, as a dealer in stamps I've had one good lesson in how not to go about acquiring major Canadian errors. In August 1959 I was shown 30 Inverted Seaways in a Winnipeg business office. A clerk had bought 30 5¢ stamps at the main post office in Winnipeg. She started to put them on envelopes and made the remark that no matter how she placed them on an envelope the design somehow was upside down.

Eventually the puzzle was related to me by phone. I couldn't make any sense out of the explanation, but decided to go and take a look at whatever it was. And that is how there I was one bright sunny August day gazing dumbfounded at 30 Inverted Seaway stamps, with five assorted clerks looking at me. I sort of stewed away for an entire week, pondering what to do.

At last I offered $1,000.00 each for the 30, and that broke the silence with a vengeance. On September 9, 1959 both local newspapers gave the marvellous find headline front page publicity, and continued the story on the front pages for an entire week. Papers all over the world picked it up. London B.B.C. relayed the story world wide. Even Polish radio, behind the iron curtain, phoned me to get more information. I appeared on a Canada-wide TV program.

Consider this. For an entire week before September 9, 1959 only the office staff and myself had the possession of the knowledge that such an error existed. I found out later that the Winnipeg main post office had in its vaults 500,000 copies of the 5¢ stamps, as it was the distribution point for all Western Canada. The sum of $25,000.00 would have bought the lot!

As soon as the story broke, postal officials stopped all further sales and checked their stocks all over Canada. Yes, they found inverts. The Winnipeg Post Office gave the newspapers a beautiful photo of a pad of 50 sheets open to show a dandy pane of 50 Seaway Inverts.

By the way, I bought the Winnipeg find, and many more, for a total of 105 of the Seaway errors. There are stories I paid $500.00 each for what I got. Not. so. I never bought one for less than $1,000.00. I sold them for $1,500.00 each. Depending on condition, they sell nowadays for $6,000.00 to $15,000.00 each, the later price for a used copy on cover.

Searching for More Hologram Errors

Using the method I should have used to acquire the Seaway errors I began to buy up all possible Hologram panes. They came from all parts of Canada in sealed packets of 50 panes. It was a continual process. My staff would open up packages, check for any variations and then we would get rid of the surplus to postal users who promptly broke up the panes and used the stamps on their mail. Some went to mailers of heavy packets. In all cases an inducement to buy had to be given to the purchasers, approaching 20% under face value. I had to chalk up this loss against the resale value of whatever varieties were found.

We found a number of varieties. There were grand miscuts of the Hologram, resulting in Canada floating high up in the air, or with most of the habitable parts sunk out of sight. There were only two plate varieties and they were beautiful. One was named The Black Hole (most appropriate), the other The Meteor Shower. One colour (silver) was found missing on two panes.

Missing Holograms? the magazine *Equinox*, which had a prize-winning story on the Holograms, stated the tolerance allowed in the application of the Holograms was not to be more than one millimetre in any of the four directions. Considering that ten million Holograms were to be applied to 500,000 panes, the American printers did an excellent job indeed. The vast majority that we checked had perfect centring. We

found only about ten that were three or four millimetres out of line and only six that were really badly misplaced. These last are of the greatest rarity.

How many panes were checked? I lost count after several months but estimate it must have been close to one-tenth of the entire issue. For long stretches it was a tedious job, especially those packages that came from philatelic departments. About 8,000 panes that came from such sources were all bright, fresh, and perfect. Not a single variety; no errors, no Black Holes, no Meteor Showers. Were they picked over in Canada Post's Philatelic Department? Not a chance. All were in sealed packages of 50 panes. One can only surmise that for philatelic sales the best possible centred stamps were picked out and packaged. After all, some collectors do complain if they get poorly printed or perforated stamps.

The Tally of Missing Holograms

In that vast quantity of Hologram stamps, most of it coming from stocks meant for sale to postal users, what did we find in the way of missing holograms? Here is the total score:

	Number of Stamps with Errors
ONE pane missing ONE Hologram (lower left bottom stamp).	1
TWO panes each missing TWO Holograms (two bottom stamps)	4
ONE pane missing TWO Holograms (two top stamps)	2
ONE pane missing TWO Holograms (the second row of stamps)	2
ONE pane missing TWO Holograms (two middle stamps)	2
TWO panes missing ALL 10 Holograms	20
	31

There was also one cute pane with the second from bottom right side Hologram slipped, and was almost buried under the bottom Hologram on the right side. This pane is not counted in the above total.)

In addition, I have purchased, or there exist elsewhere, the following missing Hologram errors:

	Number of Stamps with Errors
FIVE panes with the bottom pair missing, from a Montreal source. I purchased four; the owner, a collector, keeping one.	10
FIVE panes, same position as above, from a Vancouver source. I purchased three; the owner has two more.	10
ONE pane, same position, sold at an Ottawa auction.	2
ONE pane, same position, sold by a Kingston dealer.	2
ONE pane, all 10 missing, held by the original finder in Winnipeg.	10
TWO panes, all 10 missing, held by a collectors	20
ONE pane, all 10 missing, found in British Columbia, sold to a dealer.	10
ONE pane, missing one Hologram (Bottom left stamp). Purchased by a dealer from an Alberta source.	1
Grand Total of Missing Hologram Stamps Known to Exist	96

How Did These Errors Happen?

In three different ways. The stamps, as printed by the Canadian Bank Note Company, had 120 stamps each. These were divided for postal sales into six panes of 20 stamps each. (Two panes across the sheet, and three panes down.) All of the sheets, after printing in Canada, were sent to the U.S.A., where the Holograms were applied to blank spaces on ten stamps in each pane, or 60 on each sheet. The work was done on a flat-bed type of press.

These missing Hologram errors, it appears, occurred in one of two possible ways during the application process:

1. Shifted Hologram. These, the rarest of all the errors, are the stamps where one or two Holograms are misplaced to an incorrect position on the pane. During the application process, holograms would drop out or be shoved to the wrong place on the panes.

2. Misregistration. A total of 14 error panes exist with the bottom two holograms missing. The number of missing holograms in this position, compared to those in other positions, suggests that during the application the original sheets of 120 were advanced by the width of a pair of stamps, with the result that Holograms were missing on the bottom rows of two panes on the large sheet.

3. Sheets sticking together. A sheet stuck to the one above it, and missed the application process.

It is obvious that the second type of error would have happened to a number of consecutive sheets. Note that one finder in Montreal got five consecutive errors and in Vancouver another lucky fellow also found five. These are the ten that could have come from five consecutive sheets. The large sheet had two panes at the bottom, side by side.

We found two of this 'bottom pane missing' error, but ours were not consecutive. Also, there were two others sold elsewhere, and no one so far claims to have four more. All four would therefore seem to belong to the first type of error; i.e., all four had the bottom holograms drop out during application.

On panes with all 10 holograms missing, neither of the first two explanations is plausible. During the processing of these panes, either a surge of power moved up the sheets of six panes without any holograms being applied to it, or more likely, two sheets were picked up at one time, the underneath one failing to get holograms. Every time that happened, there would be six error panes each with 10 missing holograms.

The obvious question is, how many of the large sheets missed the hologram application completely? At least two for certain. When we checked our sealed packets of 50 panes, the two such panes were in different places in the packet. The packaging process is simple. The large sheets are assembled into stacks of 50, cut apart into six bundles, and wrapped. Each of the bundles could wind up in different parts of Canada. An error sheet would have its error panes occupying the same position in each of the six packets of 50 panes.

It is possible, by comparison of panes, to determine fairly accurately how many big error sheets got out. At present, there should be at least 12 panes, of which only six have surfaced to date.

In all likelihood, the panes with 10 errors will have to be broken up for sale. A

complete pane would be too expensive for most collectors. They could be divided into ten pairs, each with one error, or four plate blocks plus two errors, but no matter how they are handled each pane has its own unique characteristics, and an error can be readily identified and associated with a particular pane of the six known panes. It is unlikely that panes with only one or two errors will be broken up.

What About Fakes and Forgeries?

On the subject of potential fakes of the Missing Hologram, there is no danger. It is just not possible to manufacture a fake equal in all respects to the genuine error. Do not waste your time on any singles. All known genuine errors come so far in complete panes, and that is the way they should be purchased from any dealer who has them for sale. The exceptions are pairs or blocks properly identified as coming from one of the six known panes with 10 errors.

Are There More Hologram Errors Yet To Be Discovered?

My firm found 31 of the missing holograms in about one-tenth of the printing. Based on that figure, there should be 270 more that were sold to the public. So far, only 65 more have been reported and accounted for. What about the rest? Unless someone after more than a year admits to having a pane — and he would have to be a knowledgeable dealer or collector — then what is known to exist so far must be close to the total number of surviving copies. Any errors that were sold to the public would likely be long gone.

The average buyers of postage stamps care little about what they put on items to be mailed, unless of course the stamps do not have the value printed on them. Then there are strenuous objections, and a demand to exchange them for 'good' stamps. In the case of the Missing Hologram no one would bother to object because the figure '42' was plainly printed on the stamps.

When it comes to stamps, the general public is rather uninformed. I recently sold the famous Canada 2¢ green on laid paper (Scott No. 32) for $125,000.00 U.S. This got some publicity in our local Winnipeg newspaper.

The result was that I got local and long distance phone calls from persons who have suddenly discovered a 2¢ green stamp. One fellow wasn't even certain what country his 2¢ stamp was from, but it looked "like some kind of a king as the central figure."

I am very polite with callers such as this one. I still recall the phone call from the office clerk explaining to me that she had some funny stamps that were upside down no matter how you looked at them. □

Kasimir Bileski of Winnipeg is widely regarded as the dean of Canadian stamp dealers, having operated his business successfully for the past six decades.

An Introduction to Canadian Railway Post Offices

by William G. Robinson, F.R.P.S.C.

The lore of the railway in Canada has always fascinated historians, probably because of the cliff-hanging suspense over the financing of the Canadian Pacific Railway, the engineering challenges involved throughout the country — especially in the western mountains — and the deep involvement of the railways in the development of Canada as a nation. The use of railways to deliver mail speedily and efficiently was recognized in the 1850s. Mail cars were developed, and passenger trains were gradually employed to transport mail throughout Canada.

The railways continued to provide most inter-city mail transportation until the introduction of 'all-up' first-class mail transmission by air in the 1950s. The last Railway Post Office service ran between Campbellton, N.B. and Levis, Quebec in 1971. In 1897 the Railway Mail Service was organized as a separate branch of the Post Office Department, and the Railway Mail Clerks were recognized as the elite of the postal employees. They were tested annually on their ability to sort mail efficiently, and only those with extremely high results were retained in these key positions.

The first Canadian Railway Post Office (R.P.O.) marking was placed in use on the St. Lawrence and Atlantic Railway in October 1853, and since then some 3,400 different markings have been identified and recorded.

The original research on these markings was done by Rev. F.W. Gedye of Brome, Quebec, and published in the *Stamp Herald* of December 20, 1926. Fred Jarrett listed many Railway Post Office markings in his 1929 *Standard British North America Catalogue.* Later, T.P.G. Shaw prepared a 1944 booklet entitled *Catalogue of Canadian Railroad Cancellations.* He also authored a 1963 handbook and catalogue published by the R.P.S.C., with a supplement in 1970.



Railway Mail Clerks at work, circa 1925.

A Study Group of the British North America Philatelic Society was formed in 1973, and gave increased impetus to the study of these markings. This Study Group has published some 106 newsletters and an anthology of Canadian railway postal history.



The first Railway Post Office postmark was used on the St. Lawrence and Atlantic Railway, beginning in 1853.

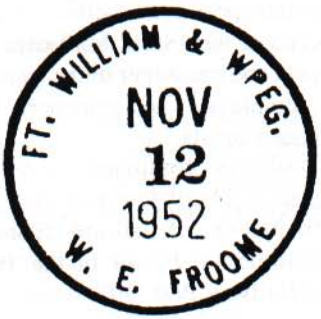
The work of the R.P.O. Study Group provided the framework on which Lewis M. Ludlow compiled a 1975 volume, *Catalogue of Canadian Railway Cancellations and Related Transportation Postmarks,* and a revised second edition in 1982, which remains the bible of the specialty. Since Ludlow's handbook appeared annual Annexes have been published by the Study Group, and in 1991 the first nine Annexes were combined into a single Appendix to the Catalogue.

We should also acknowledge the work of Lionel F. Gillam of the Canadian Philatelic Society of Great Britain, who has written *A History of Canadian RPOs,* and *Mail by Rail,* — the story of pre-Confederation mails in Ontario and Quebec.

Canadian Railway markings are found as cancellations on mail deposited on mail cars or at railway stations, as backstamps on registered and other mail, and as identification on facing slips showing the destination of bundled mail, or on mail bag labels.



A nineteenth century Maritime marking, indicating time and direction.



Clerk's hammers are much prized by R.P.O. collectors. These are found most often on facing slips and mail bag tags.

Many such markings show the name of the clerk responsible for sorting that bundle or bag. Train numbers or the direction of the run usually appear on the markings, so access to obsolete railway timetables is also essential. For Canadian history buffs this can be a fascinating study.

Railway Post Office Study Group

This group was founded at the British North America Philatelic Society's 1973

Convention in Calgary, when Lewis Ludlow volunteered to be Chairman and Editor of a *B.N.A. Topics* column, and Jim Lehr agreed to act as Secretary-Treasurer and Editor of the Newsletter. Twenty-eight charter members were enrolled by the end of 1973. Ten of these are still members of the group. Four have died, and 14 have left for various reasons — mostly that they are advancing in years and are disposing of their R.P.O. collections. The group now numbers 102 collectors, in Canada, U.S.A. and overseas, and dues are $9.00 U.S. or $10.00 Canadian per year.

The ten charter members still with the group are Lew Ludlow, Jim Lehr, Alex Price, Jack Wallace, Jim Karr, Don Fraser, Ken Ellison, George Smalley, Horace Harrison, and Bill Robinson. A stroke forced Lew Ludlow to step down as Chairman in March 1990, and he was succeeded by Jim Lehr. Bill Robinson has been writing the *B.N.A. Topics* column since Lew Ludlow's illness. Jim Lehr published the first 28 Newsletters. David McKain succeeded as Editor, and published a further 17 Newsletters from August 1980 until August 1984. Bill Robinson then took over the Editor's duties, and has published 61 more issues of the Newsletter up to the 1993 B.N.A.P.S. Convention.



The Newsletter continues to draw on the accumulated knowledge and detective work of the Study Group members, and it publishes annually the Annexes containing new and revised listings to the 1982 Ludlow Catalogue. A combined edition of Annexes 1 to 9 was prepared by member Jim Felton in 1991.

Participation by members is outstanding, and in the past year sufficient information was submitted to allow the publication of six Newsletters.

Surveys, both general and specific, are conducted from time to time to determine dates of use and the holdings of various items. Work is presently in progress on compiling the information for the publication of a specialized listing of Newfoundland and Maritime runs. This had been planned by Lew Ludlow before his illness.



Over the past 20 years, the data provided by the Study Group has been instrumental in providing the information needed to publish the 1975 revision to T.P.G. Shaw's catalogue, and Lewis Ludlow's 1982 *Catalogue of Canadian Railway Cancellations.* On-going research has resulted in the nine Annexes to this volume, and a mass of R.P.O. and collateral information has appeared in the 106 issues of the Newsletter.

Collectors who are interested in learning more about Canada's Railway Post Office markings should contact Bill Robinson at 5830 Cartier Street, Vancouver, BC V6M 3A7. □

Bill Robinson is President of the Royal, and a long-time R.P.O. specialist.



PARKS ISSUE

In celebration of Canada Day, and to mark the centennial of Algonquin Park, Canada's oldest provincial park, Canada Post issued on June 30 twelve 43¢ stamps in a souvenir sheet, featuring parks from each of the provinces and territories.

The following parks are featured on the stamps in this issue: Cape St. Mary's Reserve, Nfld.; Blomidon Park, N.S.; The Rocks Park, N.B.; Cedar Dunes Park, P.E.I.; De la Gaspésie Park, Que.; Algonquin Park, Ont.; Spruce Woods Park, Man.; Cypress Hills Park, Sask.; Writing-On-Stone Park, Alta.; Mount Robson Park, B.C.; Herschel Island Park, Yukon; and Katannilik Park, Northwest Territories.

In celebration of Algonquin Park's 100th anniversary, a special stamp presentation took place at the Park on July 17 – Parks Day. Additional ceremonies were scheduled that day at selected parks in various localities

LES PARCS

Pour célébrer la fête du Canada et marquer le centenaire du Parc Algonquin, l'aîné des parcs provinciaux du Canada, la Société canadienne des postes émettra, le 30 juin, douze timbres de 43 cents sur lesquels seront illustrés des parcs de chacune des provinces et de chacun des territoires.

Les parcs suivants seront représentés: la réserve Cape St. Mary's (T.-N.); le parc Blomidon (N.-E.); le parc The Rocks (N.-B.); le parc Cedar Dunes (Î.-P.-É.); le parc de la Gaspésie (Qué.); le parc Algonquin (Ont.); le parc Spruce Woods (Man.); le parc Cypress Hills (Sask.); le parc Writing-On-Stone (Alb.); le parc Mount Robson (C.-B.); le parc Herschell Island (Yuk.); le parc Katannilik (T.N.-O.).

À l'occasion du centième anniversaire du parc Algonquin, une présentation spéciale aura lieu au parc, le 17 juillet, journée des parcs. D'autres cérémonies également prévues pour ce jour-là se dérouleront dans

across the country.

The stamps were designed by Malcolm Waddell, with illustrations by Jan Waddell of Eskind Waddell, Toronto, whose previous work for Canada Post includes Canadian Forests (1990) and Heritage Rivers (1991 and 1992).

A set of three Official First Day Covers in an attractive folder are available for $5.95. The covers bear a Whitney, Ontario cancellation and a cachet featuring an illustration of a canoeist and fir trees in Algonquin Park.

Specifications:

Date of Issue:	30 June 1993
Last Day of Sale:	29 December 1993
Denomination:	12 x 43¢ (se tenant)
Printer:	Canadian Bank Note Co. Ltd.
Quantity:	15,000,000 stamps
Dimensions:	40 mm x 26 mm (horizontal)
Perforation:	13+
Gum Type:	PVA
Paper Type:	Coated Papers Ltd.
Printing Process:	lithography (seven colours)
Pane Layout:	12 stamps in souvenir sheet
Tagging:	general tagging, four sides
First Day:	Whitney, Ont.

divers parcs du pays.

Les timbres été conçus par Malcolm Waddell et ont été illustrés par Jan Waddell, de la maison Eskind Waddell, de Toronto, qui a déjà travaillé pour Société canadienne des postes en réalisant les séries Forêts (1990) et Fleuves et Rivières (1991 et 1992).

Trois plis Premier jour officiels seront offerts dans une pochette au prix 5,95 $. Les plis seront frappés du cachet d'oblitération de Whitney (Ontario) et seront ornés d'une illustration représentant un canoéiste et des sapins dans le parc Algonquin.

Spécifications techniques :

Date d'émission :	30 juin 1993
Dernier jour de vente :	29 décembre 1993
Valeur :	12 x 0,43$ (se tenant)
Imprimeur :	Canadian Bank Note Co. Ltd.
Tirage :	15 000 000
Format :	40 mm x 26 mm (horizontal)
Dentelure :	13 +
Gomme :	A.P.V.
Papier :	Coated Paper Ltd.
Procédé d'impression :	lithographie (sept couleurs)
Présentation des feuilles :	12 timbres
Marquage :	procédé général, sur les quatre côtés
Premier jour (PPJO) :	Whitney (Ontario)

TORONTO BICENTENNIAL / LE 200e ANNIVERSAIRE DE TORONTO

Canada Post Corporation issued a 43¢ stamp on August 6 in celebration of the bicentennial of Toronto. The stamp was officially introduced at Toronto's First Post Office, 260 Adelaide St. East, and a special presentation took place the next day at Harbourfront.



Toronto, meaning 'meeting place' or 'meeting place of the waters,' was chosen as the temporary capital of Upper Canada by the Lieutenant Governor, Lt.-Col. John Graves Simcoe, in August 1793. Simcoe christened the town 'York' and it was not until 1834 that the city was incorporated and the name reverted to Toronto.

La Société canadienne des postes émettra, le 6 août, un timbre de 43¢ à l'occasion du bicentenaire de Toronto. Le timbre sera officiellement lancé dans le premier bureau de poste de Toronto, au 260, rue Adelaide Est. Une présentation spéciale aura lieu au port de Toronto.

Toronto, qui signifie «lieu de rencontre» ou «lieu où les eaux se rencontrent», a été choisie comme capitale temporaire du Hait-Canada, en août 1793, par le lieutenant-gouverneur, John Graves Simcoe. Celui-ci donna à la ville le nom de «York». En 1834, lorsque la ville fut érigée en municipalité, qu'elle reprit le nom de Toronto.

The population of Toronto grew rapidly in the early part of the 20th Century, mainly due to immigration from the British Isles. After World War II a wave of European immigration settled in Toronto, creating tremendous growth in the city.

Toronto is Canada's largest metropolitan area and the country's business centre, drawing upon many cultures to form a sophisticated, cosmopolitan atmosphere.

The stamp was designed by Toronto artist Vincent McIndoe, with typography provided by Richard Heeney, also of Toronto. The stamp depicts a clean modern city, with the spectacular downtown area, including the CN Tower and the Sky Dome, highly visible. The foreground of the stamp shows that Toronto is clearly a people place, with its vast greenery, sailing yachts and popular waterfront.

The Official first Day cover bears a Toronto cancellation and a cachet featuring a drawing by C.W. Jeffreys entitled "Survey Party 1793."

Specifications:

Date of Issue:	6 August 1993
Last Day of Sale:	5 February 1994
Denomination:	43¢
Printer:	Canadian Bank Note Co. Ltd.
Quantity:	15,000,000 stamps
Dimensions:	30 mm x 40 mm (vertical)
Perforation:	13+
Gum Type:	PVA
Paper Type:	Coated Papers Ltd.
Printing Process:	lithography (six colours)
Pane Layout:	25 stamps
Tagging:	general tagging, four sides
First Day:	Toronto, Ont.

La population de Toronto augment rapidement, à cause de l'immigration en provenance des Îles Britanniques. Après la Deuxième Guerre mondiale, une vague d'immigrants européens s'installa à Toronto, ce qui fit croître la ville à un rythme accélér.

Aujourd'hui, Toronto est la plus grande conurbation du Canada ainsi que le centre du pays pour les affaires, le commerce et les communications, avec une atmosphère raffinée.

Le timbre a été conçu par l'artiste torontois Vincent McIndoe, la typographie étant de Richard Heeney de Toronto. Le timbre présente une ville moderne propre où l'on peut reconnaître le secteur spectaculaire du centre-ville avec la Tour CN et le Sky Dome. L'avant-plan du timbre montre que Toronto est verdure, ses bateaux à voiles et son front d'eau populaire.

Le pli premier jour officiel portera oblitération de Toronto et une illustration reproduisant un essin de C.W. Jeffreys intitulé «Survey Party 1793» (équipe d'arpentage, 1793).

Spécifications techniques :

Date d'émission :	6 août 1993
Dernier jour de vente :	5 février 1994
Valeur :	0,43 $
Imprimeur :	Canadian Bank Note Co. Ltd.
Tirage :	15 000 000
Format :	30 mm x 40 mm (vertical)
Dentelure :	13 +
Gomme :	A.P.V.
Papier :	Coated Paper Ltd.
Procédé d'impression :	lithographie (six couleurs)
Présentation des feuilles :	25 timbres
Marquage :	procédé général, sur les quatre côtés
Premier jour (PPJO) :	Toronto (Ontario)

HERITAGE RIVERS / FLEUVES ET RIVIÈRES DU PATRIMOINE CANADIEN



Rivers that led to Canadian settlement from the Bay of Fundy to the Arctic Circle are featured this year in the popular series, Canada's River Heritage, issued on August 10.

Booklets of ten 43¢ stamps depicting the St. John, St. Lawrence, Red, Fraser, and Yukon Rivers was launched at Winnipeg's Forks National Historic Site.

The River Heritage series, now in its third year, commemorates important rivers from across Canada. The series has proven to be popular with stamp collectors worldwide, and was voted best stamp design for 1991 and 1992 by *Canadian Stamp News.*

This year's theme is 'Routes of Settlement and Growth.' The central element of each stamp shows a portion of the river, with a second element in the foreground depicting a landmark or animal unique to the area. The stamps were designed by Malcolm Waddell, based on illustrations by Jan Waddell, of Eskind Waddell, Toronto.

The St. John River, along which Loyalists fleeing the American Revolution settled, is depicted behind a boquet of white lilies, an endangered flower still found beside the river.

New France and later Canada were established on the banks of the St. Lawrence River. The stamp shows ann outward bound container ship with the Laurentian Mountains behind and a Beluga whale in the foreground.

The Red River, the fur trade route that led to Winnipeg's settlement, features the tree-lined river and St. Andrew's Church, the oldest stone church in western Canada.

Highways followed the furious course of the Fraser River from the Rocky Mountains to Vancouver. The stamp shows Lady Franklin Rock at the mouth of Fraser River Canyon, with a sockeye salmon in the foreground.

The Yukon River carried as many as 100,000 prospectors north during the 1896-1898 gold rush. The stamp depicts hoodoos, natural columns of rock that dot the riverside, near Hootalingua, along with the sternwheeler *Klondike.*

Official First Day Covers bear a Winnipeg cancellation and a cachet featuring an aerial view of settlement along the Red River.

Les fleuves et rivières qui ont contribué au peuplement du Canada, de la baie de Fundy au Cercle arctique sont représentés sur un jeu de timbres de la série Fleuves et Rivières du patrimoine canadien. Les timbres seront émis le 10 août.

Le lancement officiel des carnets de timbres de 43 cents se déroulera au lieu historique national de la Fourche, à Winnipeg.

La série des Fleuves et Rivières, qui est à sa troisième année d'existence, célèbre d'importance cours d'eau. Canada. Cette série a été déclarée comme étant la meilleure en 1991 et 1992 par *Canadian Stamp News.*

Le thème de timbres est Routes de colonisation et de développement. L'élément central montre une partie du cours d'eau, tandis qu'un deuxième élément, à l'avant-plan, illustre un point de repère ou un animal propre à la région. Les timbres ont été conçus par Malcolm Waddell à partir d'illustrations de Jan Waddell, de la maison Eskind Waddell.

La rivière Saint-Jean, le long de laquelle s'installèrent les loyalists fuyant la révolution amérique, est représentée derrière un bouquet de lis blancs.

La Nouvelle-France et ensuite le Canada se sont établis sur le rives du Saint-Laurent. Le timbre illustre un cargo en partance au milieu du fleuve, à l'arrière-plan, les Laurentides et, à l'avant-plan, un beluga.

Le timbre sur la rivière Rouge, route des fourrures qui menait à la colonie de Winnipeg, illustre le cours d'eau bordé d'arbres et l'église St. Andrews.

Les grands-routes ont suivi le cours rapide du fleuve Fraserdepuis les Montagnes Rocheuses jusqu'à Vancouver.Le timbre montre le rocher Lady Franklin et, à l'avant-plan, un saumon du Pacifique.

Le fleuve Yukon a transporté quelque 100 000 prospecteurs vers le Nord à l'époque de la ruée vers l'or, de 1896 é1898. Le timbre illustre des «demoiselles coiffées», colonnes naturelles de roc, et le bateau, le *Klondike.*

Les plis Premier jour officiels porteront un cachet d'oblitération de Winnipeg, et une illustration représentant une vue aérienne le long de la rivière Rouge.

Specifications:

Date of Issue:	10 August 1993
Last Day of Sale:	8 February 1994
Denomination:	5 x 43¢ (se tenant)
Printer:	Ashton-Potter Ltd.
Quantity:	15,000,000 stamps (1,500,000 booklets)
Dimensions:	48 mm x 30.5 mm (vertical)
Perforation:	13+
Gum Type:	PVA
Paper Type:	Harrison
Printing Process:	lithography (five colours)
Pane Layout:	10 stamps, 5 designs
Tagging:	general tagging, four sides
First Day:	Winnipeg, Manitoba

Spécifications techniques :

Date d'émission :	10 août 1993
Dernier jour de vente :	8 février 1994
Valeur :	5 x 0,43 $ (se tenant)
Imprimeur :	Ashton-Potter Ltd.
Tirage :	15 000 000 (1.5 million de carnets)
Format :	48 mm x 30.5 mm (vertical)
Dentelure :	13 +
Gomme :	A.P.V.
Papier :	Harrison
Procédé d'impression :	lithographie (cinq couleurs)
Présentation des feuilles :	10 timbres, 5 designs
Marquage :	procédé général, sur les quatre côtés
Premier jour (PPJO) :	Winnipeg (Manitoba)

CANADA'S CLASSIC CARS / DES VOITURES CLASSIQUES DU CANADA



Canada Post Corporation issued a souvenir sheet of stamps depicting six of Canada's greatest automobiles on August 23. The Personal Vehicle stamps are the first in Canada Post's four-year Historic Land Vehicle series. Official events will take place on issue date in Oshawa and Windsor.

The computer-designed Personal Vehicles issue shows six classics of the road from the first Canadian-made 'car' built in 1867 to the

La Société canadienne des postes émettra, le 23 août, un feuillet souvenir de timbres représentant six des plus belles automobiles du Canada. Le jeu des Véhicules de tourisme est le premier de la série Véhicules historiques qui sera produite en l'espace de quatre ans. Des activités officielles auront lieu à Oshawa et Windsor le jour d'émission.

Les timbres conçus à l'aide de l'ordinateur représentent six automobiles classiques,

1950 Studebaker Champion Coupe.

The first of the stamps shows Henry Seth Taylor's steam buggy, Canada's first personal motorized vehicle, unveiled at an 1867 agricultural fair in Stanstead, Quebec.

Another stamp shows the 1908 Russell 'Light Four' Model L Touring Car, the first mass-produced Canadian car. It had an extra-wide wheel span to avoid getting caught in ruts caused by horse-drawn carriages.

Canada's 1914 Ford Model T is reproduced on the stamp in its unique blue colour. U.S. models were black only. Over 750,000 Model Ts were made in Canada.

The Gray Dort was a popular luxury car of Canada's jazz age, noted for its high quality. The stamp shows the 1923 luxury Model 25-SM, manufactured in Chatham, Ontario.

The McLaughlin family of Oshawa went from making sleighs to building Buicks in 1907 and became one of Canada's most successful auto manufacturers. The stamp depicts the 1928 McLaughlin-Buick 28-496.

Studebaker opened a factory in Walkerville, Ontario in 1909, and went on to make thousands of cars. The stamp has the 1950 Champion Deluxe Starlight Coupe of 1950, its design based in part on the DC-3 airplane.

The stamp set was designed by Tiit Telmet, Joseph Gault and Cameron Wykes, all from Toronto. Official First Day Covers bear a Stanstead, Quebec cancellation. This is the town where Canada's first car made its debut. A special First Day Cover package features the six stamps in three different combinations – for domestic, US and international mail.

Specifications:

Date of Issue:	23 August 1993
Last Day of Sale:	22 February 1994
Denomination:	2 x 43¢; 2 x 49¢; 2 x 86¢
Printer:	Canadian Bank Note Co. Ltd.
Quantity:	500,000 souvenir sheets of 6 stamps
Dimensions:	2 stamps: 40mm x 27.5mm (horiz.) 4 stamps: 48mm x 27.5mm (horiz.)
Perforation:	13+
Gum Type:	PVA
Paper Type:	Coated Papers
Printing Process:	lithography (seven colours)
Pane Layout:	sheet of 6 stamps
Tagging:	general tagging, four sides
First Day:	Stanstead, Quebec

depuis la première voiture fabriquée au Canada en 1867 jusqu'au coupé Champion de Studebaker fabriqué en 1950.

Le premier des timbres montre le boghei à vapeur de Henry Seth Taylor, le premier véhicule de tourisme motorisé du Canada, inauguré en 1867 à Stanstead, Quebec.

Un autre timbre montre la première automobile canadienne produite en série, à savoir la voiture de tourisme modèle L de Russell créée en 1908.

La voiture modèle T de Ford fabriquée en 1914 est reproduite dans sa couleur bleue qui la distingue du modèle américain qui était noir. Plus de 750 000 voitures modèle T ont été fabriquées au Canada.

La Gray-Dort, berline de luxe populaire de l'époque du jazz, tait remarquée pour sa grande qualité. Le timbre présente le modèle de luxe 25 SM de 1923, fabriqué à Chatham.

La famille McLaughlin d'Oshawa a commencé par construire des traîneaux et s'est ensuite lancée dans la fabrication de voitures en 1907. Le timbre représente une voiture de 1928, le modèle 28-496 de McLaughlin-Buick.

Studebaker a ouvert une usine à Walkerville en 1909. Le timbre montre le coupé Champion Deluxe Starlight de 1950, dont la conception était inspirée par l'avion DC-3.

Les concepteurs sont Tiit Telmut, Joseph Gault et Cameron Wykes, tous de Toronto. Les plis Premier jour officiels porteront le cachet d'oblitération de Stanstead. Un ensemble de plis Premier jour fourira les timbres dans trois combinaisons : pour courrier national, international et à destination des É.-U.

Spécifications techniques :

Date d'émission :	23 août 1993
Dernier jour de vente :	22 février 1994
Valeur :	2 x 0,43 $; 2 x 0,49 $; 2 x 0,86 $
Imprimeur :	Canadian Bank Note Co. Ltd.
Tirage :	500 000 feuillets souvenirs de 6 timbres
Format :	2 timbres: 40mm x 27.5mm (horizontal) 4 timbres: 48mm x 27.5mm (horizontal)
Dentelure :	13 +
Gomme :	A.P.V.
Papier :	Coated Papers
Procédé d'impression :	lithographie (sept couleurs)
Présentation :	Feuillet-souvenir de 6 timbres
Marquage :	procédé général, sur les quatre côtés
Premier jour (PPJO) :	Stanstead (Québec)

CANADIAN FOLK SONGS / DES CHANSONS POPULAIRES DU CANADA



The fourth and final set of commemorative stamps in the Canada Post Folklore series, featuring Folk Songs of Canada, was issued on Sept. 7.

The four 43¢ commemorative stamps feature the following folk songs: *Les Raftmans; I'se the B'y That Builds the Boat; The Alberta Homesteader; and Onkwá:ri tenhanónniahkwe (The Bear will Dance).*

Les Raftmans is an Ottawa Valley song chronicling life in the woods, and dates back to the 19th century. It has been described as perhaps the happiest of the French-Canadian lumbermen's songs.

A popular Newfoundland dance ditty, *I'se the B'y That Builds the Boat,* reflects the Maritimers' dependence on the sea. Dr. Leslie Bell first documented this song in the 1920s, and is responsible for introducing it to the rest of Canada.

The Alberta Homesteader, adapted from an American pioneer song, features distinctly Canadian lyrics about the difficulties of prairie life in the early years. For instance, the third verse reads: "My house is built of the natural

Le quatrième et dernier jeu de timbres commémoratifs de la série du Folklore canadien, consacré aux chansons populaires du Canada, sont mis le 7 septembre.

Les quatre timbres commémoratifs de 43¢ illustreront les chansons populaires suivants : *Les Raftmans, I'se the B'y That Builds the Boat, The Alberta Homesteader, and Onkwá:ri tenhanónniahkwe (L'ours dansera).* Décrivant la vie dans les bois, Les Raftmans est une chanson de la vallée de l'Outaouais qui date du 19e siècle. Elle a été décrite comme étant probablement la plus joyeuse des chansons de bûcherons canadiens-français.

Une chanson à danser populaire de Terre-Neuve, *I'se the B'y That Builds the Boat,* reflète la dépendance du Terre-Neuvien à l'égard de la mer. C'est le docteur Leslie Bell qui a été le premier à la fin des années 20 et qui l'a présentée au reste du pays.

The Alberta Homesteader a été adapté d'une chanson des pionniers américains, mais ses paroles, indéniablement canadiennes, reflètent les difficultés de la vie dans les

soil, My walls are erected according to Hoyle, My roof has no pitch, it is level and plain, And I always get wet when it happens to rain."

Onkwá:ri tenhanónniahkwe is a Mohawk song meant to comfort young children. The title, which translates as 'The Bear Will Dance,' is followed by a refrain which is repeated until the child falls asleep. The refrain states, "Don't cry my child, the bear will come to dance for you."

The history of all four folk songs is captured in an informative and colourful Souvenir Edition, which also contains mint copies of the four stamps and an Official First Day Cover. It sells for $7.95 (plus taxes).

The stamps are the work of designer Ralph Tibbles, who has once again teamed up with illustrators Allan Cormack and Deborah Drew-Brook Cormack, all of Toronto, to create these lively stamps.

The Official First Day Covers bear a Fogo, Newfoundland cancellation and an illustrated cachet featuring an 1885 engraving of a Newfoundland cod fishery. Fogo is one of the small towns mentioned in the lyrics of the song *I'se the B'y That Builds the Boat.*

Specifications:

Date of Issue:	7 September 1993
Last Day of Sale:	5 March 1994
Denomination:	4 x 43¢ (se tenant)
Printer:	Ashton-Potter Ltd.
Quantity:	15,000,000 stamps
Dimensions:	40mm x 30mm (horizontal)
Perforation:	13+
Gum Type:	PVA
Paper Type:	Harrison
Printing Process:	lithography (five colours)
Pane Layout:	50 stamps
Tagging:	general tagging, four sides
First Day:	Fogo, Newfoundland

Prairies. Le troisième couplet, par exemple, dit ceci : «Ma maison est en terre, les murs sont en argilite, le toit n'a pas de pente, il est tout plat; et quand il pleut, je suis toujours mouillé.» *Onkwá:ri tenhanónniahkwe* est une chanson mohawk destinée à réconforter un jeune enfant. Le refrain de la berceuse dont le titre signifie «L'ours dansera» est répété jusqu'à ce que l'enfant s'endorme. Il dit ceci : «Ne pleure pas mon enfant, l'ours viendra danser pour toi.»

L'histoire des quatre chansons populaires est résumée dans une édition souvenir instructive et colorée, qui contient quatre timbres neufs et un pli Premier jour officiel. Le tout est vendu au prix de 7,95 $ (plus taxes).

Le créateur-dessinateur Ralph Tibbles, de Toronto, a encore une fois fait équipe avec les illustrateurs Allan Cormack et Deborah Drew-Brook Cormack, de Toronto également, pour créer ces timbres expressifs. Les plis Premier jour officiels porteront le cachet d'oblitération de Fogo (T.-N.) et une illustration représentant une gravure de 1885 dont le sujet est la pêche à la morue. Fogo est l'une des petites villes mentionnées dans la chanson *I'se the B'y That Builds the Boat.*

Spécifications techniques :

Date d'émission :	7 septembre 1993
Dernier jour de vente :	5 mars 1994
Valeur :	4 x 0,43 $ (se tenant)
Imprimeur :	Ashton-Potter Ltd.
Tirage :	15 000 000 timbres
Format :	40mm x 30mm (horizontal)
Dentelure :	13 +
Gomme :	A.P.V.
Papier :	Harrison
Procédé d'impression :	lithographie (cinq couleurs)
Présentation :	50 timbres
Marquage :	procédé général, sur les quatre côtés
Premier jour (PPJO) :	Fogo (Terre-Neuve)

THE AGE OF REPTILES

Three dinosaurs and one marine reptile make up the third set in the four-year series, Prehistoric Life in Canada. This year's subjects were selected from the Mesozoic era, 'The Age of Reptiles.' The stamps were designed by Rolf Harder, and issued on October 1.

L'ÂGE DES REPTILES

Trois dinosaures et un reptile marin forment les motifs du troisième jeu de la série La Vie préhistorique au Canada. Les sujets illustrés ont vécu pendant l'ère mésozoïque, «l'âge des reptiles.» Les timbres seront émis le 1 octobre, et a été conçu par Rolf Harder.



The **Massospondylus** is the only dinosaur known to have lived in eastern Canada Three to five meters in length, the beasts roamed the Bay of Fundy area 205 million years ago.

The big meat-eater **Albertosaurus** is named for the district where this 10-meter-high monster was first found. It is a smaller cousin to the Tyrannosaurus Rex.

The **Styracosaurus,** whose remains have been found in Alberta, defended itself with four tonnes of weight behind a rhino-like horn.

The six-meter-long, carnivorous marine reptile **Platecarpus** lived some 85 million years ago. Remains have been found near Morden, Man.

Specifications:

Date of Issue:	1 October 1993
Last Day of Sale:	30 April 1994
Denomination:	4 x 43¢ (se tenant)
Printer:	Ashton-Potter Ltd.
Quantity:	17,000,000 stamps
Dimensions:	45mm x 33mm (horizontal)
Perforation:	13+
Gum Type:	PVA
Paper Type:	Harrison
Printing Process:	lithography (six colours)
Pane Layout:	20 stamps
Tagging:	general tagging, four sides
First Day:	Drumheller, Alberta

Le **Massospondylus** est le seul dinosaure connu de l'est du Canada. Cet animal vivait dans la région de la baie de Fundy il y a environ 205 millions d'années.

L'**Albertosaurus,** monstre carnivore de dix mètres de haut, tient son nom de la région où il a été trouvé. Cette bête puissante était plus petite que son cousin, le Tyrannosaurus Rex.

Le **Styracosaurus,** dont les restes ont été trouvés en Alberta, se défendait avec un poids de quatre tonnes et avec une corne.

Reptile marin carnivore de six mètres de long, le **Platecarpus** vivait il y a 85 millions d'années. On a retrouvé ses restes près de Morden, au Manitoba.

Spécifications techniques :

Date d'émission :	1 octobre 1993
Dernier jour de vente :	30 avril 1994
Valeur :	4 x 0,43 $ (se tenant)
Imprimeur :	Ashton-Potter Ltd.
Tirage :	17 000 000 timbres
Format :	45mm x 33mm (horizontal)
Dentelure :	13 +
Gomme :	A.P.V.
Papier :	Harrison
Procédé d'impression :	lithographie (six couleurs)
Présentation :	20 timbres
Marquage :	procédé général, sur les quatre côtés
Premier jour (PPJO) :	Drumheller (Alberta)

Society Reports / Rapports de la Société

From Molly Krajewski, Sales Circuit Manager....

One of the Chapters wrote to the Sales Circuit recently saying they didn't want to see any cut price books. This letter has prompted me to explain the process. Sometimes, when I am paying off books and return them to their owners, I see that a book is still full of good stamps. Often such books are of an unusual topic or collecting area, and have not circulated much. I believe that keeping such books will help the Circuit to maintain the widest possible stock, so I pay off the owner for the stamps sold and offer to re-enter it. The owner usually agrees.

Another category of books which I re-enter are those which were priced using the Scotts 1990 catalogue when prices were at their highest. I know that to re-enter them at the original prices would be useless. However, if the owners wish, and I consider it worthwhile, I will re-enter them at a discount, usually 15%. This saves the owner the enormous amount of work in making the stamps up into new books, and also the expense of postage. All books are sent by registered mail at the owner's expense, and this can wipe out profits.

We gather that some buyers find the process of figuring out the 15% discount to be a nuisance. I shall let the market decide. If stamps in books re-entered at a discount don't sell then the practice will be discontinued. □

*ROYAL*1993*ROYALE...*

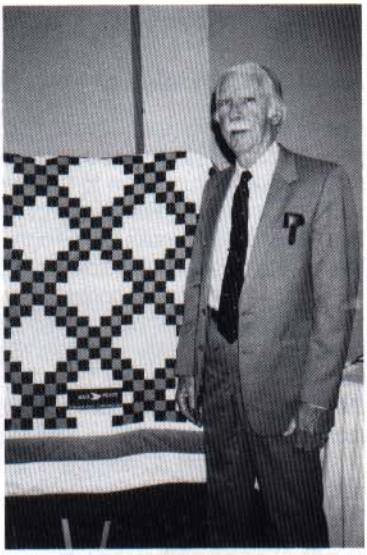


Mrs. Em Bayley, wife of the late Colin Bayley, and Michael Madesker, President of the RPSC, cutting the ribbon to open the show.

*A general view of dealers and their customers, doing a lively trade at the bourse during Royal*1993*Royale.*







(Above) Michael Madesker, outgoing President of the RPSC, presenting Alain Doucet, Director, Stamp Marketing, Canada Post Corporation, with a certificate making him an Honourary Life Member of the Royal, in appreciation for his work towards the success of CANADA 92, the international youth exhibition held last year in Montreal.
*(Right) Jack Arnell of Hamilton, Bermuda, beside the Grand Award at ROYAL*93*ROYALE. It is a quilt bearing the logos of The RPSC, ORAPEX, and Canada Post, who donated the quilt.*

(Photos courtesy Ron Kitchen, Ottawa.)

NEW MEMBERS - NOUVEAUX MEMBRES

The following applications were received and are herewith published in accordance with the Constitution. If no adverse reports are received within thirty days of publication, applicants will be accepted into full membership. Any objections should be sent to: P.O. Box 929, Station Q, Toronto, Ont. M4T 2P1.

● requests address not be published (M) minor - activity guaranteed by parent or guardian (D) dealer

Les demandes d'adhésion ci-dessous ont été reçues et sont publiées en conformance avec la constitution. Si aucun commentaire adverse est reçu dans les trente jours qui suivent les postulants deviendront membres. Toute objection devra étra communiquée à la C.P. 929, Succursale Q, Toronto (Ontario) M4T 2P1.

● demande que son adresse ne soit pas publié (m) mineur-activités philatéliques garanties par un parent ou un tuteur (M) marchand

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451 Base Line Road East
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Canada to 1970, RPOs, Officials, Priv. Perfins, Br. Commonwealth, USA

26012 Mr. William G. Homenuk
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Delta, BC V4M 4B5
Canada Mint

26013 M. Rene Simard
655 rue Maude
Charlesbourg, PQ G2L 2S1
Canada

26014 Mr. Peter Strahlendorf
Box 625, Stn. Q
Toronto, ON M4T 2N4

26015 Mr. Robert T. Combs
24 Thomas Rd.
Los Lunas, NM 87031 USA

26016 Mr. R. Edward Sutherland
R R 1
Utterson, ON P0B 1M0
Worldwide

26017 Mr. Walter Krasowski
72 - 202 Victoria St. S.
Hamilton, ON L8N 2S7
Canada, Great Britain mint

26018 Mr. Lawrence A.H. Smith
383 Mariposa Ave.
Ottawa, ON K1M 0S7
Used Commonwealth, USA, Western Europe, Asia, Africa

26019 Mr. Norman Charette
169 Edmund St.
Sudbury, ON P3E 1L6
Canadian; souvenir albums of Canada

26020 Mr. Mardik Hekimian
32 Marblemount Cres.
Scarborough, ON M1T 2H4
Musicians, musical instruments, Armenia, Cdn. and general art

26021 Mr. Duncan H. Anderson
3117 Timbermill St.
Gloucester, ON K1T 1R3
Canada, USA

26022 M. Gregoire Teyssier
988 Ave. de Manreses
Quebec, PQ G1S 2X1
Quebec & French history/colonies; transatlantic mail; literature

26023 Mr. Don S. Cal
Box 38038
Victoria, BC V8W 3N2

26024 Dr. Richard S. White
16048 Baywood Lane
Eden Prairie, MN 55346 USA
Canada, Newfoundland

26025 Mr. Daniel M. Tourtellot
465 Moe Road
Clifton Park, NY 12065 USA
Canada, Germany, Russia, General Worldwide

26026 Mr. Robert B. Aaron ●

26027 Mr. Donald Hathaway
R R 1
Erin, ON N0B 1T0
Early Canada

26028 Mr. Kenneth Rust
51 Chinook Crescent
Brooks, AB T1R 0C1

26029 Mr. Peter J. MacDonald ●
Canada, definitives 1953 - present; Canada & US precancels

26030 Mr. Kim W. Chartier
#408 - 167 Bannatyne Avenue
Winnipeg, MB R3B 0R4
Canada, UN, Australia, Great Britain

26031 Miss Constance L. Allen
2307 - 49th St.
Des Moines, IA 50310-2538 USA

26032 Mr. Aubrey F. Trefry ●
Canada, Panama, Central America

26033 Mr. Robert Finbow
23 Fenwood Road
Halifax, NS B3N 1G9
Canada, BNA, USA, British Commonwealth

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QUIGLEY, Terence M.M. (25589) Montreal, PQ
VENNER, Albert (25595) Victoria, BC

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ANDERSON, William E. (8127) Lasalle, PQ
FULLERTON, James (11927) Islington, ON
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O'PRAY, Gerald F. (24840) Vancouver, BC
VEITH, Gordon S. (10264)

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MARSHALL, Mark D. (233389) 395 South Pleasant St., Amherst, MA 01002 USA
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MAYNARD, Malcolm B. (25942) Box 18534, 4857 Elliot St., Delta, BC V4K 4V7
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MULLER, Patrice P. (22627) 82 Second Avenue, Ottawa, ON K1S 2H5
RESMAN, Valentin (9937) 1 - 219 Washington Cres., Elliot Lake, ON P5A 2W9
ROBINSON, Leslie M. (14560) #36 - 46511 Chilliwack Lake Rd., Sardis, BC V2R 3S3
SAVAGE, Fred C. (22425) 317 Place Valencay, St. Lambert, PQ J4S 1S3
SCHWEIZER, Dietrich H. (15507) 1285 Lakeshore Rd. E., Apt. 611, Mississauga, ON L5E 1G4
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SINGER, Irving (10403L) 1190 Richmond Rd., Apt. 204, Ottawa, ON K2B 8J3
WEAR, James M. (19409) #10 - 211 Village Terrace S.W., Calgary, AB T3H 2L4
WEST, James M. (11771L) 668 Robson Drive, Kamloops, BC V2E 2B7
WIENS, John (25773) 841 Riverwood Ave., Winnipeg, MB R3T 1K9
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WYATT, A. (15838L) 1217 Tattersall Dr., Victoria, BC V8P 1Y8
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COMING EVENTS / CALENDRIER

NATIONAL EXHIBITIONS - EXPOSITIONS NATIONALES

1994

MARCH 18 - 20: The Edmonton Spring National, at the Europa Conference Centre, West Edmonton Mall, Edmonton, Alberta. Information from Show Chairman, P.O. Box 399, Edmonton, Alberta T5J 2J6.

MAY 6 - 8: ORAPEX '94, Ottawa, Ont., at the RA Centre, Riverside Drive S., Ottawa. Information: Paul Burega, Show Chairman, 16 Aldgate Cres., Nepean, Ont. K2J 2G4.

JUNE 10 - 12: ROYAL OGOPEX *1994* ROYALE, at the Coast Vernon Lodge, Vernon, B.C. Information from the Okanagan Mainline Philatelic Society, #203 – 1139 Sutherland Avenue, Kelowna, B.C. V1Y 5Y2; Fax (604) 860-0818.

SEPT. 29 - OCT. 1: BNAPEX '94, in Burlington, Vermont, at the Radisson Hotel on the shores of Lake Champlain. Information from James F. Hansen, Rd. #1 Box 450, Plainfield, Vt. 05567.

1993

OCTOBER 9 – 10: VICPEX 1993 at the Ramada Inn, 3020 Blanshard Street, Victoria, B.C. Sponsored by the Greater Victoria Philatelic Society, the Vancouver Island Philatelic Society and the Junior Stamp Club of Victoria. Entry fee: $2.00 per 6-page frame; $1.00 per entry for juniors. Prospectus and information: Don Shorting, Box 5164, Sta. B, Victoria, B.C. V8R 6N4.

OCTOBER 16: GUELPHPEX 93, the Guelph Stamp Club's 23rd annual exhibition and bourse, at St. John School, 63 Victoria Rd. N. (at Grange). Free parking, 15 dealers, hourly draws. Hours: 9:30 am to 4:00 pm. Information: Gord Fulton (519) 822-0342.

OCTOBER 22 - 24: CALTAPEX '93, Annual Show of the Calgary Philatelic Society, at Chinese Cultural Centre, 197 - 1st Street SW, Calgary, Alberta. 25 stamp dealers, competitive stamp exhibits, junior table, door prizes, etc. Free admission. Information: Box 1478, Station M, Calgary, Alberta T2P 2L6.

OCTOBER 23: The Barrie District Stamp Club's 32nd annual exhibition and dealers' bourse at the Sunnidale Community Centre, Sunnidale Road, Barrie. 10 am to 5 pm. Free Admission. Information: Lew Metzger, P.O Box 1113, Barrie, ON L4M 5E2.

OCTOBER 23: Brantford Stamp Club's annual exhibition and bourse, at the Woodman Community Centre, 491 Grey St., Brantford. Free admission, 15 dealers, draws and prizes. Information: Bob Anderson, Box 1, Brantford, Ont. N3T 5M3.

OCTOBER 23: MIDDPEX 93, exhibition and bourse of the Middlesex Stamp Club, at White Oaks Mall, 1105 Wellington Rd. S., London. Hours: 9:30 am to 6:00 pm. 100 frame exhibition, 20 dealer bourse, silent auction. Free admission and parking. Information: Pat Delmore, Box 234, Mt. Bridges, Ont. N0L 1W0; (519) 204-2507.

NOVEMBER 6 - 7: VANPEX '93, the British Columbia Philatelic Society's annual exhibition and bourse, at the Sheraton Landmark Hotel, 1400 Robson Street, Vancouver, BC. Adjoining will be a Republic of China Stamp Exhibit, plus other exhibits and sales, sponsored by the Canada Chinese Post and Numismatic Society. Information: Trevor Larden, 101-3787 West 4th Ave., Vancouver, BC V6R 1P4.

International Exhibitions

OCTOBER 1 - 10: Bangkok World Philatelic Exhibition, under the patronage of the FIP, at Bangkok Convention Centre, Central Plaza, Bangkok. Canadian Commissioner: William Simpson, 20 First St., Chatham, ON N7M 2P8; (519) 352-0050.

1994

AUGUST 16 - 25: PHILAKOREA '94, FIP sponsored international stamp exhibition, in Seoul, Korea. Canadian Commissioner: William Simpson, 20 First St., Chatham, Ont. N7M 2P8; (519) 352-0050.

1995

SEPTEMBER 1 - 10: SINGAPORE '95, at the Singapore International Convention and Exhibition Centre. Organized by the Association of Singapore Philatelists. Canadian Commissioner: William G. Robinson, 5830 Cartier St., Vancouver, BC V8T 3A7.

FINLANDIA '95, an FIP sponsored specialized world exhibition of philately to celebrate the 150th anniversary of the first Finnish Postal Stationery. Classes are limited to Postal History and Postal Stationery. Canadian Commissioner: K. Salonen, P.O. Box 421, Port Carling, ON P0B 1J0

NOVEMBER 13: CAMBRIDGE STAMP SHOW, at the United Kingdom Club Hall, off Dunbar Rd. (south of John Galt Mall), Cambridge. 10 am to 5:30 pm. Free admission, 12 dealers, door prizes, refreshments. Information: Box 23043, Cambridge, Ont. N1S 4Z6; (519) 623-8778.

1994

MARCH 19: OXPEX 94 and OTEX 94, combined regular and topical shows of the Oxford Philatelic Society. 18 dealers, competitive exhibits, youth booth, judging critique, draw prizes. Free admission and ample free parking. Deadline for exhibit entries Mar. 7. 10am to 5pm at John Knox Christian School, 800 Juliana Drive, Woodstock, Ont. Information: Show Chairman, Box 20113, Woodstock ON N4S 8X8.

APRIL 16: STAMPFEST '94, Annual Show and Exhibition of the Kitchener-Waterloo Philatelic Society, 10am to 4pm at Albert McCormack Arena, Parkside Dr., Waterloo. Information: Betty Martin, Box 43007, Eastwood Square P.O., Kitchener, Ont. N2H 6S9; (519) 578-7782.

MAY 27 - 29: PIPEX 1994, sponsored by the Greater Eugene Stamp Society, will be held at the Valley River Inn, Eugene, Oregon. Information from Chairpersons, PIPEX 1994, P.O. Box 734, Eugene, OR 97440 USA.

AUGUST 6: FENPEX 10, Stamp Exhibition and Bourse of the Fenlon Stamp Club, at Senior Citizens Hall, Lindsay St., 10am to 4pm. Many dealers and good exhibits. Information: Margaret Allen, R. R. 1, Fenlon Falls, Ont. K0M 1N0.

Coming Events are listed free of charge. Please send information to the editor as far in advance of the event as possible.

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CHAPTER MEETINGS / RÉUNIONS DES CLUBS MEMBRES

AJAX PHILATELIC SOCIETY

R.P.S.C. Chapter 163 meets 1st and 3rd Mondays of each month, September to June in St. Bernadette's Hall, S.E. corner of Harwood and Bayly, Ajax, from 7 to 10 pm. All visitors welcome, especially junior collectors. Address: P.O. Box 107, Ajax ON L1S 3C3.

AMICALE des PHILATÉLISTES des l'OUTAOUAIS

R.P.S.C. Chapter 190 meets every Thursday, September to April in the basement of the Saint Benoit Church, 170 Sherbrooke St., Hull, Qué. Visitors welcome. For information, Write P.O. Box 422, Gatineau PQ J8P 7A1.

CLUB PHILATÉLIQUE ARGENTEUIL STAMP CLUB

Chapter 118 meets 2nd Wednesdays of each month (except July and August) at 7:30 pm. Bilingual and bi-province meetings in Hawkesbury ON and Lachute PQ. Information: Yves Lemay, 452 Cécile, Hawkesbury ON K6A 1N9; phone (613) 632-3779.

BARRIE DISTRICT STAMP CLUB

R.P.S.C. Chapter 73 meets second Wednesday of each month except July and August at 7:30 pm. at Parkview Centre, 189 Blake St., Barrie. Table Auction at every meeting. Visitors welcome. Contact: Sec.-Treas. Lew Metzger, P.O. Box 1113, Barrie ON L4M 5E2.

BRAMALEA STAMP CLUB

R.P.S.C. Chapter 144 meets 1st Sunday October to June inclusive (1:30-4:00 pm) and 3rd Tuesday year round (7:30-9:30 pm), September to June at Terry Miller Recreation Complex, Meeting Room 2, Williams Parkway (between Dixie Rd. and Bramalea Rd.) Bramalea, Ont. Visitors welcome. Correspondence: Bramalea Stamp Club, 74 Glenmore Cres., Bramalea ON L6S 1H8.

BRITISH COLUMBIA PHILATELIC SOCIETY

The British Columbia Philatelic Society meets every Wednesday, September to June at 7:30 pm in the Amenity Room, Grosvenor Building, 1040 W. Georgia St. B.C.P.S., 3604 Oxford St., Vancouver BC V5K 1P3.

CALGARY PHILATELIC SOCIETY

(Chapter 66) Regular meeting: First Wednesday of month, 7:00 pm. Auctions on third and fourth Wednesday of month, 7:30 pm. Kerby Centre, 1133 7 Ave. S.W. No meetings July and August. Correspondence to Calgary Philatelic Society, P.O. Box 1478, Station "M", Calgary AB T2P 2L6.

CANADIAN AEROPHILATELIC SOCIETY

The Canadian Areophilatelic Society (CAS) welcomes as a member anyone interested in aerophilately or astrophilately, worldwide. Yearly membership is $10 Cdn. No formal meetings; several members meet regularly at the weekly RA Stamp Club meetings at the RA Centre, 2451 Riverside Dr., Ottawa, Ont. 7:30 pm every Monday except June, July and August. Information: Ron Miyanishi, 124 Gamble Ave., Toronto ON M4J 2P3.

CANADIAN FORCES PHILATELIC SOCIETY

R.P.S.C. Chapter 139 meets twice per month, September to June (1st Wednesdays of each month and Thursday two weeks later) at 7:30 pm at Suite 301, 2660 Southvale Cres., Ottawa. Write to: Secretary, C.F.P.S., Box 46006, Beacon Hill Postal Outlet, 2339 Ogilvie Rd., Gloucester, ON K1J 9M7.

COLBORNE STAMP CLUB

R.P.S.C. Chapter 205 meets on the second and fourth Tuesday September to May inclusive at 7 pm, in the Drop-in Centre, Victoria Square, Colborne, Ont. All stamp collectors are welcome. Officers for 1992-3 season are Bruce Plumb, Pres. (416) 355-3901; Walter Smith, Sec. (416) 355-2707; Mary Jackson, Treas. (416) 344-7882.

COLUMBIA PHILATELIC SOCIETY

Chapter 11, R.P.S.C. meets 7:30 every fourth Tuesday. Visitors welcome. Box 465, Trail BC V1R 4L7. Phone 368-9601.

CREDIT VALLEY PHILATELIC SOCIETY - MISSISSAUGA -

Chapter 67 meets 2nd and 4th Monday of every month (except on holidays and in July and August) at 7:30 pm at Forest Avenue Public School, 20 Forest Ave., Port Credit. Visitors always welcome. Contact E.A. Read, (416) 278-4716.

DELTA STAMP CLUB

Chapter 138 meets 2nd and 4th Tuesdays (except June/August). Visitors always welcome. Information: Bill Heather, (604) 943-5303, 325-54th St., Delta BC V4M 3G6.

EAST TORONTO STAMP CLUB

Meets 1st and 3rd Wednesdays of each month (except July and August) at Stan Wadlow Clubhouse, Cedarvale Ave. first east of Woodbine, at Cosburn, north of arena. Visitors always welcome. Sec.: Raymond Reakes, 188 Woodmount Ave., Toronto ON M4 3Z4.

EDMONTON STAMP CLUB

Touring stampers, new members and guests are welcome to visit Edmonton's R.P.S.C. Chapter 6. Meetings 2nd Mondays, September through July, 7 pm, at St. Joseph High School, 4th floor cafeteria, 109 St. and 108 Ave. Correspondence: Box 399, Edmonton AB T5J 2J6. Phone 437-1787.

ESSEX COUNTY STAMP CLUB (WINDSOR)

R.P.S.C. Chapter 154 meets on the 2nd and 4th Wednesday of the month (4th Wednesday in July and August) at the Knights of Columbus Hall, 1140 Goyeau St., Windsor, Ont. (just south of Giles Blvd.). Meetings start at 7 pm, program at 8 pm. Lots of parking and all visitors are welcome. Information: President, Essex Count Stamp Club, 356 Genevieve, Windsor ON N8S 3V6.

ETOBICOKE PHILATELIC SOCIETY

R.P.S.C. Chapter 78 meets at Fairfield Centre, 80 Lothian Way, Etobicoke at 7:30 pm, 1st Wednesday of every month except July and August. Visitors always welcome. Information: C.E. Allen, 5 Aintree Court, Etobicoke ON M8W 2E1. Phone 251-3425.

FENELON STAMP CLUB

R.P.S.C. Chapter 176 meets 1st Monday of each month (2nd Mon. if the 1st is a holiday) in the Fenelon Falls Public Library at 7:30 pm. Visitors Welcome. President: Isabel Wessell, RR 3, Woodville ON K0M 2T0.

HAMILTON PHILATELIC SOCIETY

R.P.S.C. Chapter 51 welcomes all visitors to our meetings on 2nd and 4th Mondays, September to June except holiday Mondays. Meetings at Bishop Ryan High School on Quigley Road in Hamilton's east end. We consistently have a bourse of 12 dealers in addition to our sales circuit, library, auction, slide show or speaker and door prizes. Refreshments are provided; there is a nominal door fee. Information: Paul Trudel, Box 6510, 673 Upper James St., Hamilton ON L9C 7N7.

KAWARTHA PHILATELIC SOCIETY

R.P.S.C. Chapter 58 meets 2nd and 4th Tuesdays of each month September through June (except 4th Tuesdays in December and June), 7 pm at Prince of Wales School Library, corner of Monaghan Rd. and Sherbrooke St., Peterborough, Ont. Information: Lloyd Mosher, Box 2222, Peterborough ON K9J 7Y4.

KELOWNA & DISTRICT STAMP CLUB

Chapter 90 meets monthly, 2nd Wednesdays, September to June from 7 - 10 pm at the Kelowna Secondary School Cafeteria, 575 Harvey Ave. Business meeting at 8 pm, followed by an auction. Visitors always welcome. Information: Box 1185, Kelowna, BC V1Y 7P8.

KENT COUNTY STAMP CLUB (CHATHAM, ONT.)

Chapter 7 meets 4th Wednesday of each month (except July, August and December) in the cafeteria of John McGregor Secondary School, 300 Cecile at 7:30 pm. Visitors always welcome. Sec.: Abie Heersma, 73 Jasper, Chatham ON N7M 4C1.

KINGSTON STAMP CLUB

Meets 2nd and 4th Monday, September to May, 7:30 pm, at St. Paul's Anglican Church Hall, corner of Queen and Montreal Streets, Kingston ON.

KITCHENER-WATERLOO PHILATELIC SOCIETY

Chapter 13 meets 2nd Thursday every month (except July and August) at Rink in the Park, Seagram Dr., Waterloo. Visitors welcome. Information: Betty J. Martin, Box 1676, Stn. C, Kitchener ON N2G 4R2.

LAKEHEAD STAMP CLUB

Chapter 33 meets 2nd Wednesday and last Friday each month from September to June at the Herb Carroll Centre, 1100 Lincoln St., Thunder Bay ON. Meetings start at 8:00; visitors welcome. Sec.: Ms. Daryl Lein, #5 230 N. Brodie St., Thunder Bay ON P7C 3S5.

LAKESHORE STAMP CLUB

Chapter 84 meets at Lindsay Place School, Broadview Ave., Pointe Claire, Quebec, on 2nd and 4th Thursdays, September to June at 7:30 pm. Pres.: Alan Dean, Box 1, Pointe Claire PQ H9R 4N5.

MILTON STAMP CLUB

Chapter 180 meets last Wednesday of each month (except December), 7:30 pm at Halton Centennial Manor (Auditorium). Enter from Childs Drive just south of Milton Mall. Park in rear and walk across to auditorium. Silent auction every meeting. Information: Box 203, Milton ON L9T 4N9; Phone (416) 878-1533.

NORTH BAY & DISTRICT STAMP CLUB

Chapter 44 meets on the 2nd and 4th Tuesday of each month, September to May, at the Cassellholme Home for the Aged, 400 Olive St., North Bay ON at 7 pm. (Basement meeting room.) Table auction and sales circuit. Visitors are welcome. Information: John Fretwell, RR 1, Callandar ON P0H 1H0; phone (705) 752-1364.

NORTH TORONTO STAMP CLUB

Chapter 5 welcomes all visitors to its meetings on the 2nd and 4th Thursdays of each month (except July and August) at 7:30 pm in the Civic Garden Centre, Edwards Gardens, Lawrence Ave. E. at Leslie (southwest corner) Toronto. Table auction, sales circuit and informative lectures. Sec.: Roger Slute, 5 Concord Place, Toronto ON M3C 3M8.

NORTH SHORE STAMP CLUB

Chapter 198 meets on alternate Tuesdays, September through June at Queen Mary School Library, 230 West Kith Road, North Vancouver BC. Visitors always welcome. Write to Box 86523, North Vancouver BC V7L 4L1. Current schedule and information: Herb Williams 984-6218 or John Wheeler 984-2744.

NORTH YORK PHILATELIC SOCIETY

Chapter 21 meets 1st and 3rd Wednesdays of each month (except July and August) at 7:30 pm. in Edithvale Community Centre, Finch Ave. W. between Yonge and Bathurst. Sales circuit, auctions and speakers and Saturday morning workshops. Visitors always welcome. Information: James R. Carcary, Box 62, Willowdale ON M2N 5S7; (416) 222-3526.

NOVA SCOTIA STAMP CLUB

The first affiliate of the R.P.S.C., est. 1922, meets 2nd Tuesdays of each month, September to June at the Nova Scotia Museum. Visitors always welcome. Corresponding Secretary: D. Allen, Box 8541, Stn. A, Halifax NS B3K 5M3.

OAKVILLE STAMP CLUB

Chapter 135 meets 2nd and 4th Tuesdays of each month at 7:30 pm in the Pine Room, Oakville Arena, Rebecca St., Oakville. Information: Box 69643, Oakville ON L6J 7R4.

OTTAWA PHILATELIC SOCIETY

Chapter 16 meets every Thursday at 7:30 pm, September through May, at the Hintonburg Community Centre (Laurel Room), 1064 Wellington St., Ottawa ON. Visitors are always welcome. Information: Pres. George MacManus, Box 65085, Merivale Postal Outlet, Nepean ON K2G 5Y3.

PENTICTON AND DISTRICT STAMP CLUB

Chapter 127 meets the first Sunday of each month at 2 pm at the United Church Hall, 696 Main St., Penticton. A short business meeting is followed by circuit books every month and four slide shows in the year. Visitors always welcome. Information: 217 Redwing Pl., Penticton BC V2A 8K6; phone (604) 493-0188.

R.A. STAMP CLUB - OTTAWA

Chapter 41 meets every Monday (except June, July and August) at 7:30 pm at the R.A. Centre, 2451 Riverside Dr., Ottawa ON. Visitors welcome. Information: (613) 733-5100.

REGINA PHILATELIC CLUB

Chapter 10 meets 1st and 3rd Wednesdays of

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ROYAL CITY STAMP CLUB

Meets 1st and 3rd Thursdays of each month (except July and August), 7:30 pm at Community Centre, 65 East Sixth Ave., by Canada Game Pool, northeast corner of Sixth and McBride, New Westminster BC. Information: Box 145, Milner BC V0X 1T0. Phone 534-1884.

SAINT JOHN STAMP CLUB

Meets 2nd and 4th Wednesdays (Except July and August), 7 pm at the Aitken Bicentennial Centre, 20 Hazen Ave., Saint John, NB. Visitors and new members welcome. Information: Box 6783, Stn. A, Saint John NB E2L 4S2.

ST. JOHN'S PHILATELIC SOCIETY

Meets 2nd and 4th Wednesdays (except July and August), 8 pm at Cabot Institute. Visitors welcome. Chairperson: J. Don Wilson, 11 Elm Pl., St. John's NF A1B 2S4, phone (709) 726-2741.

TORONTO HARMONIE STAMP CLUB

Chapter 94 meets every 3rd Thursday of the month, 7:30 pm at Victoria Park Secondary School, Library Seminar Room, 15 Wallingford Rd., Don Mills ON. Information: J. Doehler (416) 438-4862, or P. Mustard 690-9711.

UNION PHILATÉLIQUE de MONTREAL

Chapter 3 meets 2nd and 4th Tuesdays, September to June at 7 pm, 7110 8th Ave., Montreal (St-Michel) PQ. Visitors always welcome. Information: 9170 Millen St., Montreal PQ H2M 1W7.

WEST TORONTO STAMP CLUB

Chapter 14 meets 2nd and 4th Tuesdays (except July and August), 7:30 pm at St. Paul's Runnymede Church, 404 Willard Ave., near Jane and Bloor, Toronto. Visitors always welcome. Information: 331 Rathburn Rd., Islington ON M9B 2L9.

WESTMOUNT PHILATELIC CLUB

Chapter 17 meets 4th Monday of the month September to June (except December), 7:30 pm at the United Service Club, 1195 Sherbrooke St. W., Montreal. Visitors very welcome. Pres.: Bernie Margolis. Information: Robert Mirabelli, 9 Dobie Ave., Mt-Royal PQ H3P 1R9, phone (514) 735-0183.

WINNIPEG PHILATELIC SOCIETY

Meetings 1st and 3rd Thursdays (except July and August), 7:30 pm at Veterans Club Room, downstairs, C.N. Union Station, Main St. at Broadway, Box 1425, Winnipeg MB R3C 2Z1. Visitors always welcome.

YUKON STAMP CLUB

Contact the club at P.O. Box 4841, Whitehorse YK Y1A 2R8.

R.P.S.C. CHAPTER PRESIDENTS

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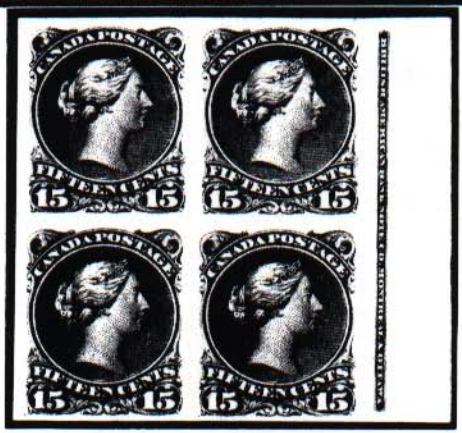
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