CANADIAN PHILATELIST

Journal of the
ROYAL PHILATELIC SOCIETY of CANADA

VOLUME XXI NUMBER 2

4 DAY HOLIDAY?

March 1, 1970

Dear Friends:—

I'm always amused before I depart on a business trip that my friends, staff and relatives say "How wonderful — Have a **good** time, have a nice holiday." Well, on this occasion I was taking a carload, 68 cartons, of stamps we had sold to a Chicago dealer, then I was to fly from Chicago to Minneapolis and on to Winnipeg, return to Minneapolis to Chicago and drive back to Toronto.

On Wednesday January 7th. I left the office at 4 p.m. It was zero weather and snowing as I headed west. At 10 p.m. I checked into the Holiday Inn at Windsor. It was 10 below zero there, the coldest night ever. Just outside my window I could see the mist rising from the Detroit River which was clogged with huge chunks of ice and the flickering lights of the Detroit Metropolis. After several glasses of medication, I drifted into a deep sleep. Sometime during the night I heard loud noises. I got out of bed and stumbled over to the window to see what was causing the disturbance. It was a tug pushing, with obvious difficulty, a lot of railway cars on barges down the river. It was like a nightmare if you know what I mean.

Thursday morning — the radio announcer advised the wind chill factor was 40 degrees below zero. The car started, thank heavens — I cleared U.S. customs and then for the next 8 hours drove on icy roads and through snow blizzards. The radio announcements were warning everyone to get off the highways. Lower Lake Michigan had high drifts and very dangerous driving conditions. They were asking all persons with skidoos and snowmobiles to report their availability to the Police or Sheriff's Office for help in cases of emergency. But the "Mail must go through" and so did Empire's delivery of the stamps to Chicago.

Friday — 6 a.m. the telephone rings "Good morning Sir, it is 6 a.m. and 6 below zero." I don't know what was good about it, but I got up and was down in the lobby at 7 a.m. to catch the Airport Limousine. North West Airlines took off on time, stopping at Minneapolis, and then on to Winnipeg. It was sunny and bright, and the temperature? No matter, you wouldn't believe it. I finally arrived at the "Stamp Haven of the West" Bileski's bungalow. We completed a large deal but as part settlement I had to buy 10 Manitoba Sweepstake tickets. Then I agreed to take 20 more on approval (which I have since sold.). I left Winnipeg within 3 hours of arriving, but not before having trouble with the U.S. Customs Officer at the Winnipeg Airport. Did I have any liquor? No. Cigarettes? No. Sweepstakes tickets? Yes. Well they are not allowed entry into the U.S. For a minute I thought I was going to be arrested, however, the problem was solved by mailing the tickets to my home in Toronto, and I was then allowed to proceed.

Before arriving at Minneapolis, the Stewardess asked passengers if they were going on, in which case she placed a reserve card on your seat. In my section I was the only one to get a reserve. With the Stewardess's permission I went for a walk in the Air Terminal until departure time. At the last minute I rushed to my seat and as I fastened my seat belt, a new passenger in the next seat, a very attractive lady, remarked how glad she was to be finally going south to warm weather.

I said "I wished I could be so lucky."

"Well you'll be in Miami in a few hours, so relax and enjoy the flight."

I rejoiced "Not me, I'm getting off at Chicago."

"Oh no, you must be mistaken, as this is a direct flight to Miami."

By this time the door of the plane was being locked, the motors had started and so had I, up the aisle to the front of the plane to ask if this flight was landing in Chicago.

'NO, WHY? You shouldn't be on board — Captain hold up we have to disembark a stowaway."

HURRY — hat, coat, rubbers, brief case and I was virtually pushed off the plane.

I was on the right plane, b u t I was to be transferred to another at Minneapolis, but no one had bothered to tell me. They were already paging me on the loud speaker system, as I was holding up the Chicago flight. A hostess rushed me along the corridors into the plane and we took off.

This all happened so quickly, I had no time to think. Now I realize what a horrible mistake I made. When the lady mentioned "Miami" I should have just kept my mouth shut and gone to sleep.

Saturday — I worked all day.

Sunday — with still bad driving conditions as I drove the 525 miles to Toronto.

Monday morning at the office at 9 a.m. "DID YOU HAVE A GOOD TIME? A NICE HOLIDAY?"

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THE CANADIAN PHILATELIST

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CONTENTS

ARTICLES

The World's Most Valuable Stamp 59

Irregular Postal Markings Of The Solomon Islands by W. H. Chadwick 65

Highlights From The Early Daye of The Cunard Line VI by Dr. J. C. Arnell 77

Exfilbo 69 95

Dutton And District, The First Post Offices by Max Rosenthal 98

REGULAR FEATURES

Editorial 54, What's New In Old Canada 71,
Coming Events 73, Chapter Meetings 74,
Sales Department 83, Society Reports 84,
Postmark Ottawa 88, Chapter News 90,
Mail Bag 91, Classified 93, Slide Programmes 102.

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(Opinions expressed in the various articles in this journal are those of the writers and not necessarily endorsed by the Society and/or this journal)

EDITORIAL:

"The man who does not read books has no advantage over the man who cannot read." Mark Twain.

☆ ☆ ☆

Well! It has happened at last! 1969 will go down in philatelic history as the year that Canada produced the first true missing colour error.

We have been very lucky up to now and only the Seaway invert and kiss prints have spoiled a good record. It is inevitable that multicolour printing will produce these errors and I suppose that one should be thankful that there have not been more of them.

The fact that the first one has appeared does not necessarily mean that others will follow but it is an indication of the possibility. In view of this it may be interesting to consider the implications a little. We have two examples before us which may guide our consideration somewhat.

In Great Britain missing colours seem to occur with distressing regularity and it is an unusual commemorative that does not have either single or multiple omissions of parts of the design. As a consequence British dealers advertisements and auction sales are liberally sprinkled with offers of these varieties. The price ranges from a low of $5.00 for one of the common or less spectacular omissions, to several hundred dollars for the scarcer examples.

Naturally enough, most of this exotica is in mint condition and when offered in used condition there is a marked reduction in the price. Although used must be much scarcer. However, there is probably a rationale for this as some of the inks, phosphors or gold foil can be (and have been!) removed chemically.

One thing is readily apparent from the British experience and that is that it is dangerous to pay high prices for this kind of material until some time has passed and both supply and price have stabilized. The price of many of the items has dropped considerably after the first flurry of discovery has died down.

Our neighbour to the south has also had a few missing colours but these have appeared in such limited quantities that a pricing trend is difficult to pin down. However, one thing is obvious and that is that these varieties are treated with a great deal more common sense than is apparent in Britain. The U.S. attitude seems to be that, while these varieties are interesting and probably worth a premium, they are after all flaws in a mechanical process which are bound to occur and there is no need to get into a sweat about them.

I think that both U.S. collectors and dealers are to be congratulated on this wholesome outlook and I hope that Canada will also behave similarly now that we are faced with the same situation.

Perhaps Mr. Benson's capital gains tax will discourage too much speculation!!

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THE GELDERT MEDAL

The Geldert Medal for 1969 has been awarded to Lt. Col. R. H. Webb for his excellent article "Canadian Forces Mail —Siberia 1918-1919". Presentation of the award will take place at our convention in Winnipeg.

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IMPORTANT

Members intending to visit Winnipeg in June should note the revised dates which appear in this issue and should make their reservations early. 1970 is Manitoba's Centennial and accommodation will be at a premium throughout the summer.

☆ ☆ ☆

It would seem that one of the Arabian Sheikdoms at least, has got the philatelic message. UM UL QAIWAIN has not renewed its contract with a stamp agency and has announced that it will only issue six commemorative sets per year and one definitive set every three or

MANIPEX 70

The 42nd R.P.S.C. Convention

Will be held in Winnipeg

JUNE 24 - 27, 1970

at the Marlborough Hotel

The convention will feature "tag" stamps of Winnipeg with tag demonstrations and a tour of the Post Office to see the "sefecan machine". Exhibits are welcome. A number of special events and seminars are also on the program.

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four years. No more cancelled to order sets will be supplied and it will retain control of its own philatelic business. The state is also negotiating with the Crown Agents to act as distributor.

It is to be hoped that the other states in this area will follow this good example before their reputations suffer further.

☆ ☆ ☆

At the annual meeting of the Canadian Stamp Dealers' Association, held on Dec. 2, 1969, the following were elected for a two-year term of office:

President—Richard M. Lamb
Vice-president—Robert G. Crouch
Secretary—Ken Haigh
Treasurer—Manfred Walther
Regional representatives—
(East) George Atkinson
(West) Fred Eaton

Please address all correspondence to the secretary, Ken Haigh, 283 Lee Ave., Toronto 13, Ont.

☆ ☆ ☆

FREE GUIDE FOR WRITERS AVAILABLE

The New Mexico Philatelic Association is offering FREE a 12-page copyrighted booklet titled "A Guide for Amateur Writers." Written by C. E. Foster, Editor of the NEW MEXICO PHILATELIST, it covers simplified article writing, illustrating, and preparing the final manuscript. Those desiring a copy should send 10 cents or a 6x9 self-addressed stamped envelope to Mr. Foster at 317-D 15th Street NW, Albuquerque, NM B7104.

Emphasis is placed on amateur writing for non-paying publications in the hobby fields. A strong case is made to encourage those who have never written for publication, and simplified instructions are provided to guide the writer from beginning to end. Those who use the brochure should produce articles of the type hobby editors are interested in.

The New Mexico Philatelic Association, in its 22nd year of operation, is dedicated to the promotion of the hobby. One of the elements lacking, in the opinion of officers, is the willingness of hobbyists to record unique information of value to others because they fear writing. This brochure should go a long way toward encouraging non-writers to write, and provides information of value to others who already write.

☆ ☆ ☆

We note with a considerable amount of regret that A. Cyril Andrews of Stanley Gibbons Limited will be retiring in April. We understand that he is planning to retire in Torquay and wish him every happiness in his retirement. We are pleased to say that he will be in attendance at PHILYMPIA and plans to be at the Stanley Gibbons stand there to meet his many friends and customers.

☆ ☆ ☆

Member P. W. Geen of Belleville has just made an outstanding gesture of appreciation to our hobby. As a thank offering for the many years of enjoyment given to him by Philately he has made a most generous donation to Society funds. One of the nice things about Philately is the kind and charming people who follow it for their hobby. Thanks Mr. Geen.

☆ ☆ ☆

FORTHCOMING ISSUES 1970

18th March — 25c. Expo 70 (4 designs)
15th April — 6c. Henry Kelsey
13th May — 10c. & 15c. 25th Anniversary of the United Nations.
19th June — 6c. Louis Riel
14th July — 6c. Sir Alexander Mackenzie
12th August — 6c. 50th Anniversary of the Group of Seven
18th September — 6c. Sir Oliver Mowat
7th October — Christmas issue
4th November — 6c. Sir Donald Alexander Smith

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Collectors of the stamps of British Guiana will be interested to know that the balance of the finest collection of British Guiana ever formed will be sold at auction by Robson Lowe, Ltd., 50 Pall Mall, London, SW1, England on March 25th, from whom catalogues, illustrated in color, may be obtained at $2.50 ordinary mail, or $5.00 Air Mail.

The World's Most Valuable Stamp

(The "One Cent" British Guiana Black on Magenta 1856 will be sold by Robert Siegel on March 24th in New York).

The first stamp contract ever secured by the firm of Waterlow Brothers (later Waterlow and Sons) was to print 1c and 4c stamps for British Guiana, Britain's only colony on the continent of South America, which achieved independence as Guyana. The stamps were lithographed in a single design showing the emblem of the colony, a three-masted sailing ship, with the motto "Damus Patimusque Vicissim". This contained an error—Patimus (we suffer) instead of "Petimus" (we seek) and the two stamps were replaced the following year by an entirely new design still incorporating the ship and motto.

A shortage of stamps at the beginning of 1856, while a shipment was awaited from England, led to the release of a provisional issue. The Georgetown printers, Messrs. Joseph Baum and William Dallas, who produced the **Official Gazette** at their Church Street premises, were given the task of printing the stamps. Unfortunately no record has survived of the denominations and quantities ordered, nor of the layout of the sheets. It would appear that the 4c denomination was printed in sheets of eight arranged in two horizontal rows of four. The stamps were type-set in black on magenta coloured paper, though subsequent printings were made on deep blue paper.

The design was extremely simple, showing the badge of the colony and the motto framed by the inscription BRITISH GUIANA POSTAGE FOUR CENTS. The ship motif was supplied by the printers' ornament used to head shipping notices in the **Gazette.** Each stamp differed slightly from its neighbours in the spacing of the lettering and printers' rule. As a precaution against forgery the stamps were initialled by postal officials before being put on sale. They appear to have been current from February 1856 till the end of the year.

The existence of a 1c stamp, similar to the 4c on magenta paper, was not realised for many years and this would lead to the supposition that no stamp of that denomination had actually been ordered. It is possible that the 1c was an error in a sheet of **nine** stamps, since eight varieties of the 4c have been recorded. Apart from a vertical pair in the Tapling Collection at the British Museum no multiples are known to exist, so it is impossible to determine the sheet formation, nor is it known whether more than one setting of the stamps was made.

Offers from Our Rare Stamp Department

CANADA

1857 ½d. deep rose imperf on stout hard wove paper, S.G. 23, superb unused o.g. example with good margins $195

1858-9 6d. slate-violet perf. 11¾, S.G. 27a, with sheet margin at left showing imprint "Rawdon, Wright, Hatch and Edson", lightly cancelled $715

1879-88 15c. deep slate, S.G. 67, a fine horizontal well centred unused o.g. pair $58

1877-79 1c. dull yellow, S.G. 79, centred to left with Ottawa crown cancellation $16

1877-79 1c. pale dull yellow perf. 11½ x 12, S.G. 92, an exceptional unused o.g. superb block of eight, well-centred. Very rare $715

1897 5c. deep blue/Bluish imperf pair, S.G. 146a, o.g. and attractive. (illustrated) $65

1923-24 1c., 2c., 3c., S.G. 260-62, unmounted o.g. blocks of four $47

1926 2c. on 3c. carmine with surcharge double, S.G. 265a, an unused o.g. block of four. B.P.A. Certificate $260

1950-52 Official $1 purple, S.G.O. 28, unmounted marginal block of four, well centred $117

1950-51 10c. brown purple, a used vertical pair, S.G.O. 30a, one stamp showing the variety overprint omitted $208

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When the solitary 1c stamp turned up seventeen years after the date of issue its rarity was not immediately recognised. It was discovered by a schoolboy, L. Vernon Vaughan, among some old family papers in British Guiana . It was a very poor specimen, having had its corners clipped and its surface badly rubbed. It bore the initials of E. D. Wight and the Demerara postmark of the 4th April. He soaked it off its cover and mounted it in his collection, but sold it some time later to a local philatelist, N. R. McKinnon, for 6/- in order to purchase a selection of modern stamps which had been sent out on ap proval from England.

McKinnon's collection was purchased by Thomas Ridpath, a Liverpool dealer, in October 1878 for £120 and shortly afterwards Ridpath disposed of the 1c stamp to Count Ferrary for a sum al leged to have been £150. By this time the fact that the stamp was unique had been established and as the years passed it acquired an extraordinary air of mystique and romance such as no other postage stamp has ever possessed. Ferrary, an Austrian subject domiciled in France, fled to Switzerland on the outbreak of the first World War and died in Lausanne in 1917. His collection, which he had bequeathed to the Reichspost Museum in Berlin, was confiscated by the French Government and sold by auction in 1922, raising more than £400,000 which helped to pay off Germany's war reparations. The 1c black on magenta of British Guiana was knocked down to Hugo Griebert, acting on behalf of the American textile millionaire, Arthur Hind, for 300,000 francs which, together with a 17½% sales tax, amounted to £7,343, a world auction record for a stamp.

Hind died in 1933 and there then ensued a legal battle between his widow and the executors of the estate, since the former claimed that Hind had given it to her as a present and therefore contested the rights of the executors to dispose of the stamp. Eventually she

1935 — UNUSED
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Ascension	8.90
Basutoland	1.10
Canada	2.75
Ceylon	1.15
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Sierra Leone	1.60
Somaliland	2.50
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Southern Rhodesia	1.10
Straits Settlements	.80
Swaziland	.95

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Ascension	2.45
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won her case and promptly put it up for sale in London. It was auctioned at Harmer, Rooke & Co. Ltd. (now Stanley Gibbons Auctions Ltd.) in February 1935 but failed to reach its reserve, the highest bid being £7,500. It was withdrawn from the auction and reported to have been sold privately to an anonymous Austrailian for £10,000 in 1940. Its subsequent history has been clothed in mystery but it is now back in the United States. Its owner (who had insured it for £200,000) lent it to Stanley Gibbons in February 1965 and it formed the centre piece of the exhibition held at the Festival Hall, London to mark the centenary of the Gibbons catalogue.

This was one of the very rare appearances of this unique item and thousands filed past it with a reverence more usually associated with the crowds at Lenin's mausoleum in Red Square.

It is interesting to note that the small hand press, on which the stamp was printed, has survived. The machinery and equipment of Baum and Dallas passed into the hands of Messrs. Baldwin & Co. and the press was subsequently acquired by Mr. Jardine, the founder of Guyana's **Sunday Chronicle.** The highly ornate press, which was manufactured by Thomas Long of Edinburgh, is still in use in the **Chronicle** office, for the production of galley proofs.

(Courtesy Crown Agents)

NIPPISSING

(continued from page 52)

Chapleau is near the height of land between watersheds 171 miles northwest of Sudbury. Its beginning dates from 1883, when the C.P.R. came through. In the beginning two rows of freight wagons served as living quarters. One of the first women to winter there, Mrs. Leon Noel De Tilly, named the new village Chapleau for Sir Joseph Adolphe Chapleau, Secretary of State. Mr. De Tilly was engineer of the first locomotive which ran through there, in 1885.

The old Chapleau was situated on the south side of the railway. The C.P.R. had built there some houses, and the Hudson Bay Company had a post at Mulligan Bay, four miles from the village. In 1886 Chapleau could count five stores. One of these was run by F. A. Austin, who was also the first postmaster.

The first settlers arrived at Chelinsford, 230 miles northwest of Pembroke, with the construction of the Canadian Pacific Railway, in 1883 and 1884. One of them, Elzear Belanger, became its first postmaster in 1888. From 1888 to 1892 existed Benoit's Mills post office, five miles from Callender, with a weekly mail. The postmaster, Edward Benoit, ran flour and saw mills on a creek, 8½ miles east of Powassan, the nearest rail centre, Kells opened in 1888 with a weekly mail stage to that place.

Two saw mills were the reasons for the existence of Cache Bay. on Lake Nipissing three miles east of Sturgeon Falls. Its post office opened in 1889. The same year was established Warren, where the Veuve River crossed the C.P.R. It is 43 miles east of Sudbury.

In 1885 Thomas Frood located mineral ore where the Copper Cliff Mine was to be. In 1889 the first smelter was completed at Copper Cliff, five miles from Sudbury, and the next year a post office was opened.

Thus did the easternmost stretch of the Canadian Pacific Railway open up an immense country for lumbering, mining and agriculture, stimulating the growth of communities, and their post offices.

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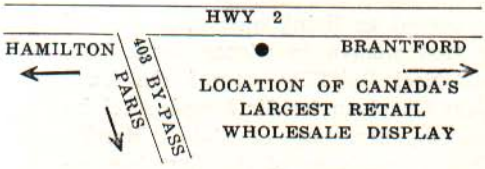

Irregular Postal Markings Of The British Solomon Islands

W. H. CHADWICK #5537

When a collector comes across stamps, especially 20th century issues, bearing pen strokes, initials, single line rubber date stamps, etc., he frequently assumes that the stamps have been used for revenue or fiscal purposes and are worthless as examples of postage stamps. In many instances his conclusions are correct, but not always.

Some of the scarcer legitimate cancellations on the George VI and Elizabethan stamps of the Solomons are a far cry from the neat circular date stamps one usually expects on such stamps. Official postal markings in manuscript are found on mail that has originated from Post Offices (or Agencies) at Tulagi, Yandina, and Barakoma.

1. **Tulagi**—This was the capital of the protectorate prior to World War II. In early 1942, with Japanese forces nearing the area, the Post Office equipment, including the steel dater, was transferred to Sydney, Australia where the official headquarters of the group had been set up. Between this event and the actual occupation by enemy troops, some civilian mail passed through the Tulagi Post Office and was cancelled with a blue pencil, reading "Post Office Tulagi". The number of examples surviving is extremely small.
(After the war Tulagi was officially closed with the opening of the new capital at Honiara. It was reopened in August, 1969)
2. **Yandina (Russell Islands)** — In early 1950, Qantas Empire Airways instituted a new flight between Lae (New Guinea) and Honiara, with intermediate stops at Yandina and Barakoma, neither of which had Post Offices. The main source of mail at Yandina was the Fairymead Sugar Plantations. Mr. Kevin Williamson of that firm was granted permission in 1952 to act officially as a "sub postmaster"

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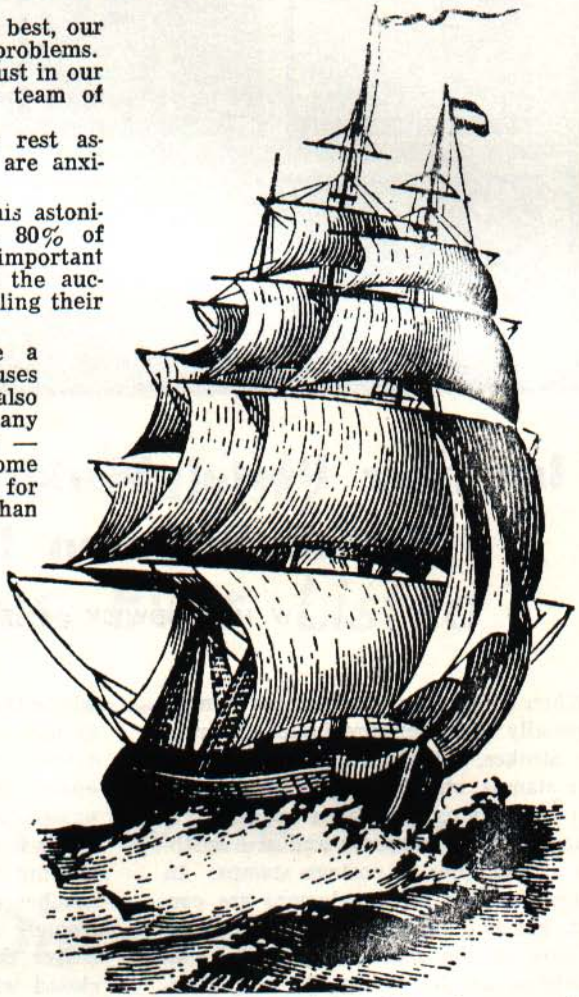

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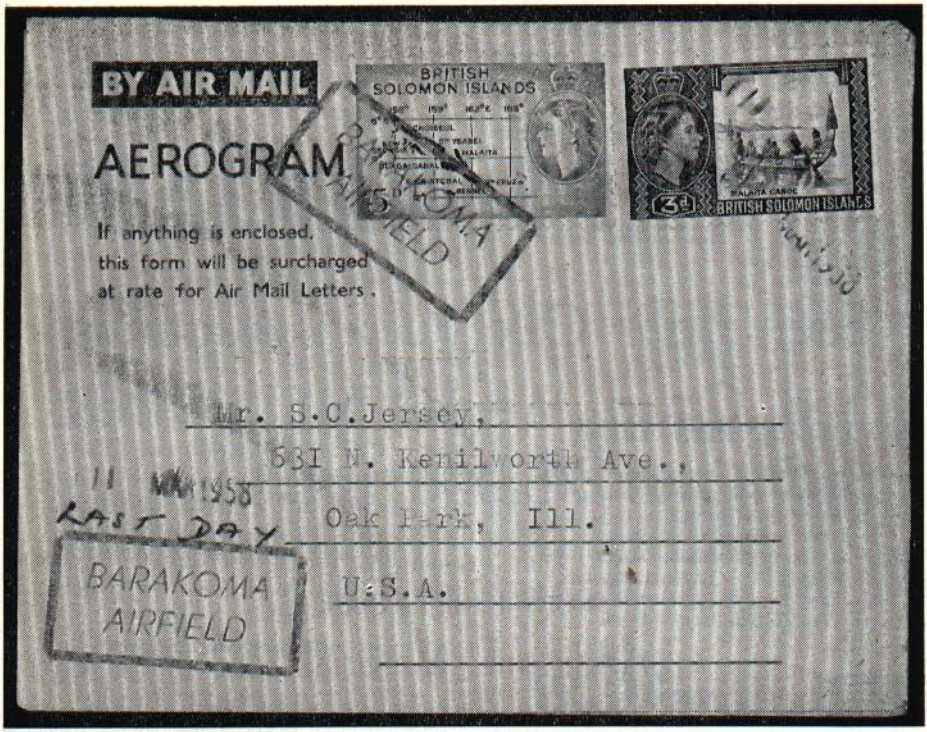
130TH POSTAGE STAMP AUCTION 13th till 17th April, 1970



at Yandina. Since he had no post office equipment he simply wrote either his initials, or the date, or drew a line across the stamps. Examples of large blocks of high value stamps (10 sh. denomination) have been recorded. The writer acquired a "parcel" of these in an auction some years ago at a fraction of catalogue since they were assumed to be worthless! One piece had several pounds in postage and was probably from a parcel containing machine parts sent to Australia for repair, etc. Later in the 1952-53 period, a rubber single line date stamp was employed. Two different sizes of date stamp have been recorded, the large size, approximately 5 mm in height, between 20 July, 1952 and 1 June, 1953, and the smaller size, approximately 3½ mm in height, between 11 July, 1953 and 20 November, 1953.

In January of 1954, Yandina became an official Post Office and commenced use of the normal circular obliterator.

3. **Barakoma (Vella Lavella Island)**—The postal history of Barakoma closely parallels that of Yandina. Prior to 1953, mail put on board at Barakoma had to go to Honiara for postmarking and then returned on the flight to Lae. While this arrangement was an improvement over transporting the mail to the nearest official post office (Gizo) and thence by surface to Honiara, it did at times mean delays since the weekly flights operated only 3 weeks out of four. Urgent mail could thus be delayed up to 2 weeks. In September of 1953, Miss Poole, a nurse at the Methodist Mission on Vella Lavella was granted permission to endorse stamps in manuscript. Between this date and August of 1955, five other individuals were similarly granted permission to cancel stamps due to the departure of their predessors from the area. They were—

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Examples of the above exist with initials only, initials and date, and occasionally, with name in full—all in manuscript.

Following this period, Barakoma Airfield used a number of different rubber stamps reading "Barakoma Airfield".

The complete philatelic history of Barakoma Airfield, dating from the early days of World War II is well documented in a monograph entitled "The Postal History of Barakoma Airfield" by Rev. A. H. Voyce and is a fascinating story. The writer has corresponded with Harry Voyce, who was a missionary in the Solomons for many years, and found him to be a source of much valuable information not found in the catalogues or handbooks.

* * * *

Like many other areas of the South Pacific, stamps and covers from the Solomons can be found with a great variety of ship markings. Some of these too may be in manuscript.

The moral of this story seems to be to not discard any stamp simply because it does not have that nice neat circular "cancelled to order" appearance.

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What's New In Old Canada

By DR. FRED STULBERG

THE SHORT, FAT QUEEN

From time to time we are confronted with the startling discovery that the same denomination of stamps of the same issue are found in different sizes. This does not apply to the stamp itself but rather to the printed portion of it. In some cases, such as the Special Delivery of 1922 and also some of the Admirals, this has already been documented and catalogued. However, these are not the only Canadian stamps that come in two sizes and if we delve into the cause, we end up with the paper.

All early stamps of Canada up to and including some of the Admiral issues were printed by the "wet paper" method. This involved the dampening of paper prior to printing to intensify the deposition of ink on the paper. The sheets of stamps would then be allowed to dry, would be gummed and perforated.

Paper used for stamp manufacture has a directional "grain". This is often refered to as the mesh. If we take the earlier stamp papers and examine them carefully we see a pattern of elongated dots or "diamonds" as an integral texture of the paper. If these face in the up-down relationship to the stamp design we have a vertical mesh; or at right angles to it, a horizontal mesh. Actually the only factor that governs the mesh in relationship to the stamp is the direction that the paper has been put in the press.

Many substances that have a grain structure (wood, cloth) will shrink along the grain upon drying and paper is no exception. Hence when a stamp is printed by the wet method with the grain running from the top to the bottom of the stamp (vertical mesh) it will, upon drying, shrink in from the sides and causing the printed design to become elongated. If the paper grain runs from side to side on the stamp (horizontal mesh) the stamp will shrink from top to bottom producing a squat design in relation to the other.

Let me stress that this phenomenon pertains only to stamps printed by the wet method and theoretically, any stamps printed in this way could be found in two sizes.

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MARCH 21 & 22—THE ANNUAL EXHIBITION AND BOURSE OF THE NORTH TORONTO STAMP CLUB.

MARCH 21-28 — ANNUAL EXHIBITION, NORTH YORK Philatelic Society, 6000 Yonge St., Willowdale.

APRIL 11—LONPEX 78, Annual Exhibition, bourse and dinner of London Philatelic Society, at St. Paul's Cathedral, Richmond St., London; Chairman, George Ross, 590 Highbury Ave., London; bourse, 10 a.m. to 6 p.m. dinner 6.30 p.m. guest speaker, Vincent Greene, Toronto.

APRIL 18 — Barrie District Stamp Club Exhibition. St. Georges Parish Hall, Burton and Granville Streets, Allandale.

MAY 8-10. UNIPEX III. Syracuse. Contact R. P. Hedley, 7861 Gull Lane, Bridgeport, N.Y.

MAY 15 & 16—THE ANNUAL EXHIBITION & BOURSE of The St. Catharines Stamp Club at the Fairview Shoping Mall. Chairman—Reg. T. Kingdon, 20 Willowdale, St. Catharines, Ontario.

MAY 29-31—COMPEX, La Salle Hotel, Chicago, Illinois 60602.

JUNE 24-27 — Annual Convention and Exhibition of the R.P.S.C. Host—The Winnipeg Philatelic Society. Chairman —G. F. Hansen, P.O. Box 1425, Winnipeg 1, Manitoba.

SEPTEMBER 18-26 — LONDON INTERNATIONAL EXHIBITION. Exhibition Secretary Walter House, 418 Strand, London W.C.2, England.

OCTOBER 8-11—BNAPS CONVENTION, Tidewater Inn, Easton, Maryland, Chairman: Horace Harrison, Box 5780, Pikesville (Baltimore(Maryland.

OCTOBER 15-18 — APS CONVENTION, Honolulu, Hawaii, at Sheraton-Osano Hotel. Host: Hawaiian Philatelic Society.

1971 INTERNATIONAL EXHIBITION BUDAPEST, SEPT. 4-12. Canadian Commissioner W. H. P. Maresch, 8 Temperance St., Toronto.

1976. PHILADELPHIA INTERNATIONAL EXHIBITION—MAY 21st to 30th. Secretary—A. H. Kessler 7934 Pickering Street, Philadelphia, Pa. 19150, U.S.A.

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(CHAPTER No. 40)

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This double letter was mailed at Kingston, U.C. on 25 June 1843 and had additional postage (25 cents) prepaid on it in order to send it to Boston to savetime. It left Boston on the COLUMBIA on 1 July and the following day the ship ran aground off the southern tip of Nova Scotia and was a total loss. All the passengers and mail were saved and taken to Halifax on the Cunard reserve steamer MARGARET, which subsequently took the mail and some of the passengers to Liverpool, arriving there on 23 July. That this letter was part of this mail is indicated by a London backstamp on 24 July.

Highlights From The Early Days Of The Cunard Line

By J. C. ARNELL, RPSC No. 8170

VI. The Loss of the COLUMBIA

The first hint of major trouble for the Cunard Line occured early in July 1843 when COLUMBIA failed to arrive at Halifax from Boston on Monday, 3 July as scheduled. There was speculation and uneasiness all that day and the next as to what might have happened to the steamer. At eight o'clock on the Tuesday evening, the American Packet Brig ACADIAN reached Halifax with word that the COLUMBIA had run aground near Seal Island off the southern part of Nova Scotia and that the Captain had requested assistance in bringing the passengers and the Mails to Halifax.

A full account of the tragedy appeared in the Bermuda ROYAL GAZETTE on 1 August 1843 and was based on details taken from Boston and New York papers. The COLUMBIA had left Boston early Saturday afternoon, 1 July and just after one p.m. the following day, while steaming at about ten knots in a thick fog, struck Black Ledge, near Seal Island Lighthouse. Seal Island was a craggy rock partly covered with soil, situated about twenty-five miles west of Cape Sable, the southernmost point of Nova Scotia. It was about twenty miles from the mainland — a peninsula forming the western boundary of Barrington Bay. Apart from the lighthouse, there were only two houses with their inhabitants, so that when the passengers were taken ashore from the COLUMBIA there was virtually no accommodation.

Lieut. G. S. Parsons, the Admiralty mail officer on the COLUMBIA, sent a letter to George W. Gordon, the Boston Postmaster at the first opportunity,

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which gives a first hand account of events. This letter was dated at Seal Island, July 4, two P.M.

"The Columbia sailed from Boston at 2 P.M. July 1st, with the mails for Halifax and England, ninety passengers and a crew of 80 men, in all about 170 persons. On Sunday, at a quarter past one P.M., while steaming at the rate of ten knots, grounded and heeled to port, with her bow high up and stern in deep water, having quarter less five abaft; observed splinters from false keel and forefoot alongside and fired alarm guns which were answered. At 4 P.M. a boat with the master of Seal Island Light came along side. He informed us that the Columbia lay on Black Ledge Reef, within a mile and a quarter of Seal Island. At this time the fog was dense and the wind moderate from S.S.E.

As the tide fell, pointed rocks of a sugar loaf form were seen covered to the depth of ten feet, and less than that distance from the bow. The ship lay on an inclined plane of smooth rock, from her paddles forward, while her stern was in deeper water, and as she strained heavily, it was judged best to land the lady passengers, about twenty, who up to this time had displayed wonderful fortitude and self-possession, which did not desert them when placed under the protection of a perfect stranger, the master of Seal Island light, to land on a small rocky and rugged island inhabited by only two families being as desolate as it appeared. And well Mr. Hitchins, the master of the light, fulfilled that trust. His great kindness to them and his efficient services to us cannot be too highly estimated.

At high tide, having lightened the ship by discharging coal, anchors, chains, &c., tried the only engine that would work, and hove on our stern anchor. But although she rolled heavily on her bed she did not start an inch. At five A.M., judging from

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31 U £1
33 U, O/C, numeral cancel £36
40 £16
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the distressed situation of this ship and the falling tides, that our chance of saving her was small, landed the mails on Seal Island, which we found to be as desolate and barren as it appeared.

The lady passengers were very kindly but poorly accommodated and sadly in want of water.

I should observe that the boat run ashore while under charge of the well tried pilot, Capt. Stairs, and that the cool, seamanlike conduct of Capt. Shannon, with his officers and crew, and their indefatigable and never flagging exertions, won my admiration, and that of all the passengers. The latter labored with much zeal, I fear in vain, to save the steamer, but in my opinion she will only be taken by pieces from her very dangerous position. We were enabled yesterday to send the intelligence to Halifax, and expect the steamer Margaret here to-morrow night. This is written in much confusion, which will account for its hurried and imperfect statement."

A passenger on the COLUMBIA, Abott Lawrence of Boston, who was travelling with his wife and daughter, wrote a letter to his son after they had been landed on Seal Island with all their baggage. As much of his letter augmented that of Lieut. Parsons, only other relevant extracts are given below.

". . . When the tide began to ebb, we saw large rocks on the larboard side, about 10 fathoms distance, and a long reef not a cable's length from us. Before half tide down, these rocks were 4 feet above the water. Soon after she struck, we commenced throwing over coal, which was continued through the day, at half past 2, we began firing our cannon; in half an hour after we were answered by a musket, which relieved us from the most painful anxiety, as we were not quite certain where we were, and hoped it might be from land. At 4

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o'clock the fog lifted, and we had the inexpressible satisfaction of seeing a fishing schooner making for the ship, with a small boat in tow. The captain of the schooner, (Hitchings,) who is the keeper of the lighthouse, came on board and gave us an account of our situation, which appeared any thing but flattering.

. . . This morning (3 July), at high tide, an attempt was made to float the ship, which proved unsuccessful, and at half past 2 the captain requested the passengers (50 in number) who remained on board, to go on shore—about 40 having landed last evening. The passengers are now all on shore—and one half the baggage. The mails are all here, and the remaining part of the baggage will be received in the course of an hour.

The opinion now is that the ship will be lost—she is very much strained and has heeled over considerably . . . And now having no more time to write, I have only to say that I deem our preservation extraordinary—20 yards on either side of the ship, with a moderate breeze, would have consigned us all to a watery grave.

. . . Do not however be anxious—the season is favorable, and I have no doubt we shall be provided for."

These letters and others were carried by Capt. Kendrick, another of the passengers and an employee of Mr. Lawrence, by boat to Mount Desert and thence to Ellsworth, twenty miles away, where there was a Post Office. The Ellsworth Postmaster dispatched them immediately, together with a letter of his own to Mr. Gordon, the Boston Postmaster, explaining the circumstances under which he received the forwarded letters.

Capt. Stairs, the pilot of the COLUMBIA, had been in the employ of Messrs. Cunard for at least twenty years and had been the captain of one of the mailboats, which had carried the Packet Mails from Halifax to Boston after the Admiralty Packets had stopped going

SIDNEY HARRIS

Newfoundland

A further selection from this Gold Medal collection will be sold on the 9th and 10th April.

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to New York in 1827. He was considered to be the most efficient pilot on the run. There was editorial comment on his apparent lack of caution in approaching that part of the Nova Scotian coast in foggy weather.

On Wednesday morning, 5 July, the steamer MARGARET, which was held in reserve at Halifax, sailed for Seal Island and returned to Halifax with all the passengers and the Mails at half past three on the Friday afternoon. She brought the news that all the moveables in the wreck had been salvaged, but that every attempt to get the COLUMBIA off the rocks had been unavailing. Preparations were immediately made for the MARGARET to take the Mails and those of the passengers that could be accommodated to England. She sailed on Sunday, 9 July and reached Liverpool on 23 July.

In the 11 September edition of the Halifax NOVA SCOTIAN, there was a news item that "a new Steamer of 1800 tons burthen" would be built "to supply the vacancy caused by the loss of the Columbia. She is to be called the Percussa; and it is said, will surpass any thing of this kind ever built in England." This vessel proved to be the CAMBRIA, which made her maiden voyage to Halifax on 4 January 1845.

SALES DEPARTMENT

With Spring just around the corner (I hope) it reminds me that yet another philatelic season is about to pass into history. To date, sales are again ahead of last year and moving ever upwards, which leads me to remind you that the sales growth demands additional supplies of good stamps to meet the increased requests from members. In one recent week I received over twenty requests for circuits from new buyers. Most of the letters requesting MINT CANADA. So I am designating the months of March and April as 'MINT CANADA' months. The need for good mint Canada is very very urgent so how about letting me have all those large and small queens; bluenoses; admirals, Jubilees etc., etc., which you have hidden in the attic ??? Members are waiting for them NOW!

In stock right now are some nice 2 cent orange registration issues; mint Israel issues with tabs; Austrian semi-postals in sets, mint and used; early Switzerland; early mint Newfoundland and Great Britain stampless covers.

In addition to mint Canada the following material is wanted NOW . . . Scandinavia, mint and used; United Nations; early U.S.A. mint and used; Newfoundland; varieties in used Canadian material.

After many many sales circuits have gone back and forth the last few years we have encountered our first loss of a sales circuit due to a mail robbery. The shipment which consisted of Canadian material vanished during a robbery of a postal station. Fortunately all the books contents were on micro-film enabling me to prove all the stamps (some hundreds in total) were actually received by me from you. It would have been impossible to substantiate the claim without such proof. The claim has been dealt with successfully by the department's insurance carriers. Could you prove what you had if your collection was stolen ??. I can put your stamps on film too. The cost is low. Why not write me and ask about it.

In a previous issue I mentioned that supplies of British Colonies were not required and from mail received I think a clarification is necessary as to what I meant by British Colonies. I mean I do not require books containing issues from almost every colony but only those either containing stamps from single countries or groups of countries within the following areas: British West Indies; British Oceania and British Europe. Mint material is most popular.

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Applicants listed as new members have applied for membership in the Society and in accordance with the Constitution their names are hereby published. If no adverse reports are received within thirty days of publication, they will be admitted to full membership.

(*) Has requested that street address be left out)

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9269 Kohalyk, Anton, 9833 - 101 Avenue, Grande Prairie, Alberta
9270 Preus, J. H., Box 268, Valleyview, Alberta
9271 Wright, Alan A., 9931 - 91 Avenue, Grande Prairie, Alberta.
9272 DeMent, Lex C., Jr., R.R. #1, Courtland, Ontario
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9291 Hope, Peter A., Apt. 703, 1205 Fennel Ave., East, Hamilton, Ont.
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9305 Geen, Alwyn S. F., 182 Albert Street, Belleville, Ontario
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By HANS REICHE (RPSC 6397)

This will be a short column on account of pressing other work. One thing is becoming more obvious every day that the general public is getting fed up with the decrease in efficient service by the Post Office. Letters which used to take one day are sometimes taking up to four days, magazines and dated journals including auction catalogues take up to two weeks to arrive, registered mail takes about three times from what it used to be. On top of this the cost of mailing has gone up by about 20%. No wonder that one finds efforts being made by some enterprising companies to develop their own private postal network in open competition to the Post Office. Private delivery of mail is not new but the chain of very efficient systems were broken by law many years ago, because of the good profit which was lost to the government. A group of about ten companies are making effort to form a coast to coast chain which intends to concentrate deliveries in major urban areas and handle any item that would require delivery in concentration to any area. The cost of mailing through such a system is said to save from 75% to 300% and with a cut of delivery time by about three times the present "high speed" delivery system. You may remember the local and private mail stamps, some of which have reached catalogue price levels well in the four figures. It will be interesting to see the reaction by the government so much a scheme and the possible emerging of new private mail stamps. (We wish the companies a good success in this venture).

We received a few letters saying why did we not announce the existance of the missing black portion on the 6 cents Christmas stamp? We thought that by now all papers must have carried this news. As a matter of fact we still have to see one of them. But we have seen strips of the 6 cents coil imperforated and also double perforated. The strips appear to come in two types, one having 13 stamps the other six stamps. This would indicate that a fairly large number of them must have passed the inspectors, and the only questions is now where are they?

With the appearance of the "beauty" 6 cents black, we assume that the reperforation of the booklet panes will not be carried out until the time comes when the existing orange panes are sold out and(if the black 6c, remains) the new 6 cents black panes are issued. And you may be interested to know that this 6 cents already can be found on untagged, tagged and luminescent paper. And this is all we have for today and please mark on your calendar ORAPEX in Ottawa 2-3 May, 70.

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for information write:

JACK LEVINE
511 Peyton St., Apt. C,
Raleigh, North Carolina 27610
U.S.A.

CHAPTER R.P.S.C NEWS

-CANADA-

Michael Millar, Secretary Treasurer of the Barrie District Stamp Club reports—

Honourary Life Memberships were presented to our two senior members at the November meeting.

L. M. Bernhardt (right) and Dr. P. A. Scott (left) were our first and second Presidents respectively and both men have worked very hard on behalf of the Club since we were formed in 1960. Merle Bernhardt had been very active in the Brantford Stamp Club prior to coming to Barrie and his knowledge gained there was invaluable to us in our early years. He organised and headed our first three exhibitions among other things. Dr. Scott has the unique distinction of being a member of our Executive in one capacity or another ever since the Club was formed. He served as our first Vice President, two terms as President, two terms as Past President and for the past five years has been our RPSC Chapter Representative. Both men have served us with distinction and we felt that this would be a fitting manner to mark our tenth anniversary.

* * * *

The slide Programs are becoming more popular all the time. There is doubt but useage will double over last year. Here are a few comments.

A Southern Ontario Chapter—"Favourable comment, by our members on Slide Program #20 prompts this request to reserve the following programs".

A Br. Columbia Chapter—"The slide program was presented successfully last nite at our annual meeting and members voted a "Thank you" to the Royal for making such programs available".

A Nova Scotia Chapter—"Thank you for the use of the slide program. The membership appreciated the selection

with its lively, witty commentary. The slides also resulted in a stimulating discussion of stamp errors".

A Niagara area Chapter—"We wish to thank you again for the loan of a slide program which we found exceptionally interesting".

Another B.C. Chapter: "We found your slide program so interesting we wish to reserve - - - - -"

A Quebec Chapter: "The slides with French text were very much appreciated by our society—Mercie".

Many more similar testimonials are on file attesting to the popularity of the slide programs.

Dear Sir:

Ten years ago the Canadian Philatelist published my article "Postal Cancellations of the Field Post Offices of Canada 1909 - 1946". That article contained the first complete list of the "Canada Militia" FPOs but, at the time, three of the FPOs —Beamsville, Goderich and Long Branch —were known only because impressions of their datestamps had been seen in the Proof Book.

In a subsequent article in the March/April 1966 edition of the CP I was happy to report that actual covers showing postmarks of the Goderich and Beamsville FPOs had been discovered.

Now I am even happier to inform you and your readers that Mr. W. L. Gutzman of Dorval, P.Q. has turned up a Long Branch postmark dated 10 Sp 18 on a piece. He kindly sent me a copy so that I could enclose it with this letter. I hope that you will find it suitable for reproduction. The complete location "Long Branch" can be seen quite distinctly under a magnifying glass.

Yours sincereley,
Roland Webb.

* * * *

Dear Sir:

In Canadian Philatelist, January issue, page 41, bottom right, is a remark regarding postmarks. I can elaborate on this, even if I have disposed of my philatelic library, on account of age.

Up to 1895 probably 100,000 postmark instruments had been made. My "Post Offices 1755/1895" illustrates about 3,000 drawn items.

Definite starting dates exist for most designs. The Port Hope illustrated on page 37 cover picture were about 30 mm. wide, and over 2,000 were made in 1839/1842 eras. A full list of actual dates proofed in the London, Eng., G. P.O., post office library was in the material I passed on to Edw. Phelps, Sarnia, in November 1968. Type dated items as this Port Hope UC cost 20 times as much as a manuscript dated instrument, thus Mcc. dated items are more common, being for smaller post offices.

Full double circle instruments, mostly 30 mm. or more wide, started about 1830, and no known list exists, but about 300 were thus made. Toronto UC in italic type in this double circle is a great rarity, it being the original name of Cooksville, Ont.

Oddly two other double circle marks from large offices are known in archives in Detroit or Toronto in one/only/known copies. They are both Mss. dated, Kingston UC 1832, and Amherstburg UC 1839.

A large circle "VICTORIA V.I. with PAID in centre" of 1858 era, is known in only two copies.

As to my own hopes in postmarks. A circle dated 1888 with GRAND JUNCTION NWT exists in Regina on a 3 cent Small Queens. No such office can be located in lists, but I suspect it was the C.P.R. office as the railway moved across the prairies. Who knows more?

For years I wanted a tracing of Truro, NS, double circle, of maybe before 1840. I heard of two copies but wish a tracing. It may have Post Office in the wording. The office was opened about 1812.

At times I have been asked to check on faked covers, and a knowledge of postmark starting dates has often been a full answer. Letters with no written date have been placed rather closely by a knowledge of when a certain type was put into use.

A stranger once brought to my gate a half bushel of used Canada postmark instruments from 1842 to 1884 era, which was my greatest thrill in all my collecting, which started as an amateur in Tilbury, Ont., about 1897. In this lot was the original instrument in style of Port Hope noted before for Pugwash NS PAID, made in 1842, this office was Waterford on opening in 1825, changing to Pugwash in 1828.

Research in Canadiana is "where you find it" often. An early start in my finds was filed under INDIAN in Burton Library, Detroit, of original post office records of about 740 new post offices in Canada UC/LC starting in 1846. It was the saved records of Manitoulin post office.

Frank W. Campbell

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REVIEW

France—Catalogue Thiaude 1970
Published by Henri Thiaude, 24 Rue du Quatre-Septembre, Paris 2

This is the 55th Edition of one of France's "standard" catalogues. It is a realistic guide to current prices in France, being published by one of that country's prominent dealers.

It is welcomed each year as it provides much information which is not available in catalogues issued in English. While written in French, there is no difficulty in understanding it fully.

The classical period is covered in detail, with useful pricing of cancels, pairs etc. Later issues are also listed with reference to all the principal types and varieties.

In addition to France, all present and one time French possessions are listed together with Europa and United nations issues.

Costing a modest Fr 6 with the wealth of information available, this catalogue is invaluable for any collector of France.

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CASH IN ADVANCE

JULES QUESNEL COVERS
Professor F. H. Armstrong, Department of History, University of Western Ontario, London, Ontario, is engaged in research on the early commercial development of Toronto; particularly the J. S. Baldwin of Toronto - Jules Quesnel of Montreal partnership, which flourished about 1814-1840. He would appreciate any information with regard to covers addressed to either of these men or a third partner, Laurent Quetton de St. George, who began operations about 1800.

WANTED — Second quality BNA and British Commonwealth stamps, higher catalogue items from $1.50 up. Pay 1/10 of catalogue; can use reasonable amounts. T. G. Ballantyne, Suite 201, 68 Hillside Drive, Toronto 355, Ont.

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U.S. COLLECTOR wishes to correspond and trade with foreign collectors. M. Dittmore, 241 Helen Way, Livermore. Calif. 94550, U.S.A.

WANTED: Early Port Arthur (Thunder Bay) and Fort William, covers, postal cards and picture post cards. Write Bert Foster 210 Powley St., Station "P", Thunder Bay, Ont.

CANADIAN REVENUES 20% of Sissons. Ask for five or ten dollar lot on approval. Newfoundland same discount includes two roulettes no common. Fred Jarrett Box 302 Adelaide St. P.O. Toronto Canada.

APPROVALS for the collector with the big album and too many empty spaces. Colonies Foreign US 1/6 of Cat. Fred Jarrett Box 302 Adelaide St. PO, Toronto Canada.

WANTED — Current Canadian Official Stampless Covers. Accumulations, bulk lots, singles, etc. Needed to continue my study. Quote price wanted. Will exchange covers, mint stamps, or cash. Wm. Pekonen, P.O. box 1175, Postal Station "A", Surrey, B.C.

"HOW TO PARTICIPATE IN A STAMP AUCTION". Informative booklet for buyers or sellers—25c. Jacques Schiff, Jr., Inc., 536 CP West 111th Street, New York, N.Y. 10025.

CANADA—Mint coils #263 to #348 in pairs and strips 4, some per 10. Jump strips, Mint booklet panes, complete booklets #231a to #341a. 1940 War Saving Stamps panes and booklets. Other mint and used stamps. All at 25% to 30% off Lyman. On approval to club members. Wes Staton, 431 - 17th Ave. East, Regina, Sask. R.P.S.C. 3289.

WANTED — Information of any kind about College stamps as used in the various business schools (1860 - 1915). Send covers, stamps or College currency with asking price. Have hopes of gathering enough information to write an article on college stamps and their use. Would appreciate loan of information not for sale. RPSC 7954 ROBERT K. WAITE SR., 10 BERKSHIRE PLAZA, NORTH ADAMS, MASS. 01247.

WANTED—Postcards (Postal Stationery Issues) with additional adhesives paying registration or foreign rate used before 1900. Private Postcards of all kinds used before 1897. Ken Rowe, 90 Warren Road, Toronto.

FINE MINT COMMONWEALTH at 1/3 Scott. Send $2 for $6 catalogue value. Ken Wooster, 26 Summit, Port Arthur, Ont.

Mrs. Geldert presents the R.P.S.C. Award to its recipient during the Bogota Exhibition.

FRANCE

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EXFILBO 69

By Emilio Obregon

The first Interamerican Philatelic exhibition to be held under the patronage of the **Federacion inter-americana de Filatelia** (FIAF) — (Interamerican Philatelic Federation) took place in Bogota, Colombia from November 28th through Dec. 7th, 1969.

There were one thousand ninety-one frames, each holding nine albumpages, together with seventeen pieces of philatelic literature.

There were 145 exhibitors, with 42 collections of Colombia, 31 of Latin America, 16 of Europe, with the others divided among several sections.

The Thematic Section, composed of 116 frames, was very small, percentagewise, in comparison to most recent national and international exhibits, presented by 22 collectors.

Members of the Jury, under the presidency of Ing. Gabriel Trujillo of Colombia, were Mr. James M. Beal and Col. James T. DeVoss, both of the USA; Dr. Alvaro Bonilla Lara of Costa Rica, Admiral Antonio Leal de Malghaes Macedo, of Brazil; Herbert Moll, of Peru, Emilio Obregon, of Mexico; Rafael Oriol of Venezuela; Dr. Manuel Ma. Riseno, of Argentine; J. N. Sissons, of Canada; Arnold Heymann, Sergio Martinez Aparicio and Mario Posada, of Colombia.

Besides the medals of the exposition, there were numerous special premiums donated by high Colombian Officials and Venezuelans, philatelic organizations from all of the South American Continent and from commercial houses in Colombia.

The National Grand Award and a Gold Medal went to Juan Santa Maria for his collection of Colombia.

During EXFILPO-69 there were conferences lead by experts in diverse philatelic subjects; Olvaro Bonilla Lara spoke on "What does the specialist need to collect," Gabriel Trujillo's subject was "New contributions to the history of the Postal air Service of Colombia," Mr. John F. Mayer, with the theme "Panama, Estado de Colombia," Walter Blell explained "Colombian Postal Cards," and Emilio Obregon spoke on the "Values of Thematic and Topical Collecting".

The social aspect of EXFILBO '69 was very varied and most enjoyable: cocktails given by the Minister of Communications of Colombia, by the delegate from the United Nations, and in many homes of the various Colombian philatelists. The banquet given for the closing of the exposition with the awarding of prizes was well attended and very successful.

The Tourist program included a trip to the city of Medillin, another to Fusagasuga and a third to the Cathedral de

(continued on page 97)

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The Honourary Secretary of the Society Mrs. G. M. Geldert represented Canada at the recent meeting of the Inter American Philatelic Federation held in Bogota. Left to right Emilio Obregon of Mexico, H. Moll of Peru, E. L. Willard of U.S.A., Mrs. Geldert, L. Guzman of Peru and

THE CONGRESS OF FIAP

By EMILIO OBREGON

Simuutaneously with the 1st Interamerican Philatelic Exposition EXFILBO '69 the first general sessions of the **Federacion Interamericana de Filatelia** (FIAF) (Interamerican Federation of Philately) were held.

These meetings were attended by delgates from Canada, United States, Mexico, Colombia, Venezuela, Peru, Chile and Argentine with observers from other American nations. During the Sessions applications for membership were made and accepted by the Philatelic Organizations of Costa Rica, Brazil and Bolivia.

The Assembly was presided over by Emilio Obregon, of Mexico, with the assistance of Vice President Edward Willard of the USA and Secretary General-Treasurer Jairo I. Londono of Colombia.

The working sessions were long and fruitful. Various amendments were made in the constitutional statutes of FIAF, which had been acted upon in Mexico City in the month of November 1968. All of the proposals presented by the member delegates were studied and accepted unanimously. At the same time all of the decisions approved at the first session of the General Assembly of FIAF, were re-approved.

The study of the project for regulations for Philatelic expositions under the patronage of FIAF, presented by the delegate from Peru, don Luis Guzman, was sent to all of the delegates to study for discussions and approval at the second General Assembly of the organization, which will be held in Caracas, Venezuela in 1970.

The FIAF agreed to give patronage for the second Internamerican Philatelic Exposition to be held in November 1970 in Caracas, Venezuela, and for the third which will be held in 1971 in Lima, Peru, on the occasion of the 150th anniversary of the Independence of that country. FIAF also approved the pat-

ronage for the International Philatelic Exposition to be held in Philadelphia, USA in 1976. This Exhibition is being organized to coincide with the celebration of the 200 anniversary of the Independence of that Country.

The Assembly resolved, that the most adequate form for achievement of the aims of FIAF, would be the creation of various commissions to be set up dedicated to activities conducive to furthering the intergration of philately in the Americas. The directors of each Commission will choose members for his commission. The Commissions instituted and the directors of each are as follows: Commissions for expertizing, director Alvaro Bonilla Lara; Commission against harmful issues, director Rafael Oriol Venezuela; Commission for young collectors, Director Ricardo Alvarez (Costa Rica); Press and Publication Commission, director Luis Guzman (Peru); Thematic Commission Director Emilio Obregon (Mexico) Commission for the conservation of collections — suggested by the delegate from Brazil, the director to be appointed in Brazil.

The last act of the Assembly was the election of officers for the following year: President, Herbert Moll (Peru), Vice President, Mr. Edward Willard (USA) and Secretary General-treasurer, Jairo Londono, Colombia.

EXFILBO 69

(continued from page 95)

Sal de Zipaquira. Visits to the Gold Museum, The Palace of San Carlos, National Museum, the home of the Liberator, and the Sanctuary of Monserrate.

This exposition with the complete backing of the Interamerican Philatelic Federation, and under the auspices and the hospitality of the philatelists of Colombia was a complete success, long to be remembered by all those who were able to attend.

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Dutton And District
The First Post Office

By MAX ROSENTHAL, R.P.S.C. 8584

"I am requested by the petitioners from West Zorra asking for a post office to be called 'Lorne'. I ask you to change the name of the office and also the person named as Post-Master — and to recommend that the name be 'Maplewood' and that the Post-Master be C. G. Bean."

So wrote Thomas Oliver in June 1872 to the Secretary of the Post Office Department, William White, in a letter now in the Sir Alexander Campbell Papers, Ontario Archives. This post office in Oxford County, 15 miles northwest of Woodstock, was to be opened a year later as Maplewood, but, for some reason, the name Lorne was very much in the running then for postal designations, although the Marquis of Lorne did not become Governor-General of Canada until 1878. In 1871 a Lorne post office had already been established in Bruce County, north of Kincardine. Four months later in 1872 the possibility of Lorne as the name for a new post office in Elgin County was to come up. It would be in Aldborough Township, the westernmost in Elgin. Let us go back to the beginnings of Aldborough, and the next township east, Dunwich.

Port Talbot

From 1786 to 1788 the Lord Lieutenant of Ireland had two youthful Aides-de-Camp, one of whom was to become the Duke of Wellington, and the other was Thomas Talbot. In 1791, as Secretary to Lieutenant-Governor Simcoe, Talbot became acquainted with the country along Lake Erie, and decided to plant a new colony there. In 1803 Simcoe recommended to the Secretary for the Colonies that Talbot be granted an enormous tract of land on which to place settlers. The grants were made, and, with additions afterwards, they covered 28 townships, with 618,000 acres. For placing a settler on 200 acres, 50 went to the settler, 150 to Colonel Talbot.

As he approached his possessions by water, in May 1803, Talbot selected for his residence a spot at the mouth of a winding creek in Dunwich Township ever since named after him, calling his headquarters Port Talbot. At that time there was not another settler nearer than Long Point, 60 miles to the east. The Talbot Road was begun from the Long Point settlement in 1806, but was not completed to Dunwich until four years later. It is now Highway 3.

A post office was opened at Long Point (Vittoria) in 1816, the first between Lake Ontario and the Detroit River. In 1819 a post office was established at Port Talbot, with Colonel Talbot's associate, the surveyor Mahlon Burwell, as postmaster. A letter from Talbot to Surveyor-General Thomas Ridout, York, in the Ontario Archives, written April 22, 1819, has the red postmark "Port Talbot, 23 April" printed by hand, in two lines joined by a bracket. In it the Colonel writes.

"Mr. Burwell has been for some time in London, but the weather has been so bad, that I fear he has not been able to make much progress."

Busy surveying in London Township, as usual Burwell could not personally attend to his postal duties. On May 12 Talbot writes. "Mr. Burwell has not as yet returned from London. I understand he is now surveying the Gore between Dundas St. and the East Branch of the Thames." The same kind of postmark, but in three lines, is used on this letter.

Burwell had been one of Talbot's earliest settlers, coming from New Jersey to Port Talbot in 1809. After the 1812-14 War he had moved his permanent residence to the next township east,

Southwold, so he did not even live at Port Talbot, except on business visits, when he was appointed postmaster. No doubt the Colonel's influence got him the position. Besides being away surveying much of the time, from 1824 on he was also a member of the Legislative Assembly, meeting in York. Nevertheless he officially remained postmaster for about 30 years. Others must have done the actual postal work, perhaps Talbot himself at times.

On a letter from the Colonel to Ridout written December 22, 1820 appears a straight line postmark, with PORT TALBOT, 1820 in two lines of tiny type, with "Dec. 22" written in between them. In the same postmark on a letter of December 24, 1824 it was forgotten to put in the month and day.

A letter of August 31, 1825 has written in red "Free" in the upper right, and "M. Burwell P.M." in the lower left. Talbot's noted tendency to sarcasm appears in a letter he wrote to the Surveyor-General on December 2, 1825, asking for township plans:

"You can have the plans drawn on their paper, so that they can be enclosed in a letter, and send your letter to Mr. Hillier, who will, I flatter myself, pay the postage, as it will not answer to send under cover to Mr. Burwell, as Post Master, as the little person, who has charge of the Post Office at York, has sufficient penetration to see into the intention, and charge postage. Your last letter, sent in that way, cost 3sh. 9d."

On a letter of May 3, 1826 it was back to the red manuscript postmark printed by hand in two lines. But, a letter written on October 7, 1835 by Talbot to John Radenhurst, Surveyor General Office, Toronto, is postmarked with a small double circle broken by PORT TALBOT, in red, with "7th Octr 1835" written in.

Aldborough

After the 1812-14 War Henry Coyne located at what became Coyne's Corners, on Talbot Street, in Dunwich Township. In 1827 Port Talbot's postmaster Mahlon

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Burwell called a meeting at Coyne's house, with the object of establishing a mail stage and passenger route from St. Thomas to Amherstburg.

From 1816 to 1820 Colonel Talbot had brought Scottish Highlanders to Aldborough Township. In 1829 a Mr. McFarland, from Glasgow, opened the first store, with a small quantity of goods, at Port Furnival, where the 6th sideroad touched the lake. A mile north, at the Talbot Road, Aldborough post office was opened in 1831 by J. Currie, in the village of New Glasgow. Scotsmen continued in prominence, as John McDougall became postmaster of Aldborough in 1835, D. McDermiad in 1839, and E. McKinlay a few years later. When McDougall became postmaster again around 1850 the spelling was shortened to Aldboro'.

In 1823 George Henry built a grist mill at the 10th concession road of DunwichTownship, in lot 9. Two years later Absalom Shade opened a general store there, and placed it under a Mr. Hewitt. Colonel Leslie Patterson had settled in that area west of Port Talbot in 1809, coming from Pennsylvania. Joseph Patterson opened Tyrconnel post office there in 1837. A namesake of the first Patterson took it over in the late 1840's. When James Blackwood took the post office to his general store about 1855 there was a mail three times a week.

The Currie Road, (named after John Currie, the first settler around the Talbot Road and the 12th sideroad of Dunwich, the site of Wallacetown, in 1819), was for years the main north-south road in that township, extending from Tyrconnel at the lake, crossing Talbot Street at Wallacetown, and thence north centrally through the township to the Thames River. A shoemaker in 1847 had the first shop in Wallacetown. Soon after the first store was erected by Robert Blackwood. In 1852 Angus M. Gunn opened Wallacetown post office in his general store.

The same year, on the Talbot Road at the eastern boundary of Dunwich, Iona post office was established by William Harris. In 1858, at the 3rd concession road and the western boundary road of Aldborough, J. Marchbank opened Clachan; the next year D. McIntyre established in the same township Crinan, at the 2nd concession road and 21st sideroad. Cowal opened in 1863 in Dunwich, 4th concession road and 23rd sideroad. It had a weekly mail.

The Canada Southern Railway

In 1855, at the 10th sideroad (the Currie Road) and the third concession road, Largie post office came into being in Dunwich Township. At the Talbot Road and what is now Highway 76, Eagle appeared in 1863, in Aldborough. Two years later came on the scene in the latter township Rodney post office, at th 8th concession road and 8th sideroad. By 1870 historic old Port Talbot, site of the first post office in Elgin County, had dwindled to the point where its post office was closed.

The Canada Southern Railway was coming through the two townships. It did not curve to reach villages, but made new villages. Rodney in 1870 was a muddy road with one log house, where A. Humphrey kept the post office. A few years later it had a population of hundreds, because the railway came through it, while New Glasgow, with its Aldborough post office, five miles south, declined.

Four miles north of Eagle the village

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of Bismark came with the railway. Sir John Carling, of London, Ontario was a prominent supporter of Prime Minister Sir John A. McDonald, head of the Conservative Party, popularly called Tories. In opposition were the Grits (Liberals). On October 16, 1872 Carling wrote to Postmaster-General Sir Alexander Campbell:

"The inhabitants of the village of Lorne, a station on the Canada Southern, in the Township of Aldborough, are moving for the establishment of a post office there, and I believe you would be asked to give the postmastership to a malignant Grit named Crawford, who bitterly opposed Munro at the late election.

"Our Party would much like you to appoint a strong supporter named McKillop who worked hard for Munro in the late contest. You will receive a petition, numerously signed, in McKillop's favour and as I believe he has Munro's warm recommendation I shall feel obliged if you will give him the appointment."

On October 26 Carling wrote:

"Referring to my letter of last week as to the new post office in Elgin—I have seen I. H. Munroe today on the subject. As I wrote you, he would like you to give the postmastership to Duncan McKillop, and that the office be named either 'Dutton' or 'Munro' or any other name you approve of except Bismarck or Lorne; as, if it receives either of these two names, Munro will be charged with having interested himself in favour of one party against the other, and he wishes to avoid this."

One of the Scottish settlers of 1818 in Aldborough Township had been Duncan McKillop. His sons Archibald and Duncan had built mills south of where the railway was to cross when the site of Bismarck was like a swamp.

On October 31, 1872 Carling wrote to Campbell: "Thanks for yours of the 28th promising to appoint D. McKillop to the new post office in Aldborough."

When the post office was established next year it was as West Clayton. (There was already a Clayton in Lanark County). Then it was changed to Dutton. Still within 1873, the final change was made to West Lorne. This distinguished it from a Lorne in Quebec, and the one in Bruce County, but proved the popularity of this Scottish name.

GALLEY 6 — Philatelist

Meanwhile, also in 1873, Dutton Station post office was established where the railway crossed the Currie Road three miles north of Wallacetown, in Dunwich Township. Archibald Leitch, who had been postmaster at Largie, now moved five miles southeast to hold the same position at Dutton Station, in a general store. He also owned the Dutton Flouring Mills. In 1888 "Station" was dropped, and the post office became simply Dutton. Two miles north of Iona, in 1875 at the railway was established Iona Station post office.

At the 3rd concession road and the 6th sideroad of Dunwich, Campbellton post office appeared in 1875. It had a daily mail stage from West Lorne. With this newcomer only 1½ miles to the west, Largie post office eventually closed, in 1884. In 1894 was opened Kintyre, at the corner where the 2nd sideroad of Aldborough is crossed by the road between Concession 6 and the Gore Concession. It was the last post office established in the two townships before the coming of rural mail delivery almost two decades later.

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THE 42nd ANNUAL EXHIBITION OF THE

ROYAL PHILATELIC SOCIETY OF CANADA

Marlborough Hotel, Winnipeg, Manitoba, Canada

JUNE 24th, 25th, 26th and 27th, 1970

CLASSES

Exhibits may be entered competitive or non-competitive according to the following classification:—

CLASS I — BRITISH NORTH AMERICA
- (a) Canada to the end of the Victorian era (1901).
- (b) Canada, 1902 to date.
- (c) Canadian Provinces including Newfoundland.
- (d) Miscellaneous.

CLASS II — GREAT BRITAIN AND THE COMMONWEALTH
- (a) Great Britain — 19th Century.
- (b) Great Britain — 20th Century.
- (c) British Asia, Africa and Europe.
- (d) British America, West Indies and Australasia
- (e) Miscellaenous.

CLASS III — UNITED STATES OF AMERICA & UNITED NATIONS
- (a) U.S.A. — 19th Century.
- (b) U.S.A. — 20th Century.
- (c) United Nations.

CLASS IV — EUROPE AND POSSESSIONS
- (a) France, Italy (in. Vatican), Spain, Portugal & Switzerland.
- (b) The Low Countries and the Scandinavian Countries.
- (c) The Countries of Central Europe.
- (d) All Others.

CLASS V — ALL OTHER COUNTRIES NOT LISTED ABOVE
- (a) Asia and Africa.
- (b) North America and South America.

CLASS VI — POSTAL HISTORY, CANCELLATIONS ETC.
- (a) British North America
- (b) All Others

CLASS VII — TOPICALS

CLASS VIII — MISCELLANEOUS

RULES AND REGULATIONS

EXHIBITS

1. Each exhibit shall be made up of **SIXTEEN (16) PAGES** of standard size (approx. 9"x12"). These will be set up at exhibition in a 4x4 format.
2. Each exhibit must be totally owned by the exhibitor.
3. Each exhibitor will, under normal conditions, be allowed to submit up to **THREE** (3) exhibits provided each is different in concept. These may be in one or more classes.
4. The fee for EACH exhibit will be **$4.00** which must be submitted with the application form in order to validate the entry.
5. Pages in acetate protectors will be accepted but special set-ups involving other than the normal format (see item 1.) cannot be accommodated.

PROCEDURES

6. Applications to exhibit must be received prior to May 15, 1970 so that the listing may be included in the Convention programme book.
7. Exhibits must be received no later than June 12, 1970 and may not be removed prior to 6:00 P.M. on June 27th, 1970 or the last day of the exhibition should the date be changed.
8. Should an exhibit be rejected or the number of exhibits reduced, at the discretion of the Exhibition Committee without recourse, the prepaid fee for the unused exhibit(s) will be returned.
9. All exhibits must be forwarded prepaid to:

   WINNIPEG PHILATELIC SOCIETY
   Toronto-Dominion Bank,
   Cor. Portage and Notre Dame,
   Winnipeg 2, Manitoba.

10. If no specific instructions or provisions are made for the return of the exhibits they will be returned express collect insured for $50.00. If someone other than the owner is to assume the responsibility for the exhibit, a written notice to this effect must be submitted to the Exhibition Committee.

JUDGING AND AWARDS

11. Although this is a competitive exhibition, exhibits may be entered "not for competition" by so designating on the entry form.
12. Each exhibit shall be entered in its proper class and group. However in cases of obvious error, the Exhibition Committee reserves the right to reclassify.
13. Each competitive exhibit will be judged on its own merit and may be given a gold, silver or bronze award at the discretion of the Jury, which in all cases shall be deemed final and without recourse.
14. There will be a special award to the best exhibit in each class having three or more entries. There will also be an award for the Best of the Show (Grand Award).
15. Each exhibit will be given a participation certificate and, where applicable, will have the award designated on it.

INSURANCE AND LIABILITY

16. Exhibitors must make their own arrangements for insurance. Exhibits entered in this exhibition will be received, held, exhibited and returned at the owners risk.
17. Reasonable care and security arrangements will be in effect to safeguard all exhibits. However, in case of loss or damage arising from any cause whatsover, no responsibility or liability shall be attached to Royal Philatelic Society of Canada, The Marlborough Hotel, any members of the Exhibition Committee or any individual or group connected with this exhibition no matter how remote.
18. The signature of the exhibitor on the Entry Form shall be deemed to imply that the exhibitor has read, understands and agrees to accept these Rules and Regulations.

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DEADLINE FOR ENTRIES IS May 15th, 1970. Payment of $4.00 per exhibit must accompany this form.

Name of Exhibitor (please print) .....

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EXHIBIT No. 1

TITLE AND BRIEF DESCRIPTION .....

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CLASS

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EXHIBIT No. 2

TITLE AND BRIEF DESCRIPTION .....

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CLASS

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EXHIBIT No. 3

TITLE AND BRIEF DESCRIPTION .....

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I have read the attached rules and regulations and agree to abide by them.

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