CANADIAN PHILATELIST

Journal of the
ROYAL PHILATELIC SOCIETY of CANADA

VOLUME XXII NUMBER 1

FOR 1971 I SUGGEST

January 1, 1971

Dear Friends

Go placidly amid the noise and haste and remember what peace there may be in silence. As far as possible without surrender be on good terms with all persons. Speak your truth quietly and clearly; and listen to others, even the dull and ignorant; they too have their story. Avoid loud and aggressive persons, they are vexations to the spirit. It you compare yourself with others, you may become vain and bitter, for always there will be greater and lesser persons than yourself. Enjoy your achievements as well as your plans. Keep interested in your own career, however humble; it is a real possession in the changing fortunes of time.

Exercise caution in your business affairs; for the world is full of trickery. But let this not blind you to what virtue there is; many persons strive for high ideals; and everywhere life is full of heroism. Be yourself. Especially, do not feign affection. Neither be cynical about love; for in the face of all aridity and disenchantment it is perennial as the grass.

Take kindly the counsel of the years, gracefully surrendering the things of youth. Nurture strength of spirit to shield you in sudden misfortune. But do not distress yourself with imagings. Many fears are born of fatigue and loneliness. Beyond a wholesome discipline, be gentle with yourself. You are a child of the universe, no less than the trees and the stars; you have a right to be here. And whether or not it is clear to you, no doubt the universe is unfolding as it should. Therefore be at peace with God, whatever you conceive Him to be, and whatever your labors and aspirations, in the noisy confusion of life keep peace with your soul. With all its sham, drudgery and broken dreams, it is still a beautiful world. Be careful. Strive to be happy.

The above was found in Old St. Paul's Church, Baltimore, dated 1692.

Some of the same thoughts should be carried over to your stamp collecting activities. Collect what you like, enjoy your achievements, share with others your happiness of stamp collecting — "It's the greatest."

Since my last letter I've had a very busy time buying stamps. Most important was a quick trip to England in late November where I valued a very large and extremely fine stock of British Colonies. This came in two sections, first the regular stock up to about 20 of each set, 90% mint and about 85% complete sets. There are over 6000 different sets with many in the over $100.00 per set range. New issues, right up to date were included. The second section was reserve to the first and all in sheet form with quantities ranging up to 500 of a kind. Quite modestly I say that you have to see the stock to believe how good it is and when added to our own British Colonies, will give us the finest stock ever of this popular group.

A quick trip to Brighton, dinner at Wheelers, lunch at the Savoy, and Simpsons of course, added some pleasure to the trip and thank heavens I was blessed with mild and pleasant weather.

Many small and interesting collections, job lots and accumulations were also purchased and I want more. When you think of selling, telephone or write me.

Philatelically yours,

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THE CANADIAN PHILATELIST

EDITOR
KENNETH ROWE, Apt. 403, 90 Warren Road
Toronto 195, Canada

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REVIEWS Books and Literature for review should be addressed to the Editor.

SUBSCRIPTIONS The Canadian Philatelist is available only as part of membership in the Royal Philatelic Society of Canada. Membership information may be obtained from the Secretary, Walter Anderson, Box 3144, Station "C", Ottawa, Canada. Sample copy $1.00.

CORRESPONDENCE requiring a reply must enclose an addressed and stamped envelope.

ADVERTISING—All advertising correspondence and copy should be addressed to the Advertising Manager, Mrs. G. M. Geldert, Apt. 1510, 195 Clearview Avenue, Ottawa 3, Canada.

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

EDITORIAL

"I love my books as drinkers love their wine; The more I drink the more they seem divine."
Francis Bennoch

From time to time I try to include in my editorial either comment or criticism of some aspect of our hobby and whenever I do this I get mail from members who do not agree with my opinions.

This is fine and I welcome such an exchange of views. What I object to is the suggestion that an editor should have no views or opinions **at all.** That he should never say anything that might offend anyone or might criticise any aspect of our hobby.

These people fail to grasp the purpose of editorial comment and they assume that such general criticism is directed at them personally. This is, of course, an error of judgement.

The purpose of an editorial is to make people think. No matter whether it appears in a newspaper or a philatelic magazine its purpose is to question established practises, to offer a different opinion, to provide food for thought.

Philately is not a sacred cow that cannot be criticised. It is no different from any other democratic institution and the free exchange of opinion can only be of benefit to the hobby as a whole.

One of the most respected journals connected with our hobby is "The Collectors Club Philatelist" which is published by the Collectors Club of New York. It did not get its enviable reputation solely from the publication of scholarly articles but also from the thoughtful and critical editorials written for many years by the late Henry M. Goodkind. It did not get its reputation by using the bland "don't rock the boat" attitude adopted by the commercial philatelic press.

We all know what abuses develop in systems which no one dares to criticise and we would not want to live in such a society so let us not expect that our hobby is immune from the cleansing action of free opinion.

TORONTO 78

The Royal Philatelic Society of Canada is planning to hold an International Stamp Exhibition in Toronto, Ontario, Canada in early summer 1978.

As part of this show but administered and judged as a separate entity it is planned to hold the 1st International Postal History Exhibition.

The Society is proud to announce that internationally known philatelist Vincent G. Greene will act as Chairman. A recipient of the Alfred F. Lichtenstein award in 1964 Mr. Greene is also a Fellow of both the Royal Philatelic Societies of Canada and London and a signer of the Roll of Distinguished Philatelists.

Precise dates and details will become available as plans progress.

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The ISJP's principal work is publishing (six times each year) a scholarly magazine, **Japanese Philately.**

Further information and application forms are available from the secretary, Mrs. William Evans, 107 Winthrop Rd., Brookline, Mass. 02146.

☆ ☆ ☆

SOCIETY INDO-CHINA PHILATELISTS

James D. Hogbin, Chairman of the newly organized **Society Indo-China Philatelists,** has recently announced the formation of this international study group. The **SI-CP** will endeavor to fill a philatelic research void by publishing a profusely illustrated publication, the **INDO-CHINA PHILATELIST.**

The special interests of the Society will be the postal issues and postal history of Indo-China from 1889 to 1949; and Viet Nam, Laos, and Cambodia from 1949 to the present. Extra special emphasis will be placed on the post-1949 Indo-China issues: the Viet Nam, Laos, and Cambodia postal issues and postal history.

Readers interested in becoming a charter member of this newly-formed group are cordially invited to write James D. Hogbin, P.O. Box 4014, Fullerton, Calif. 92634. Please enclose Postage.

☆ ☆ ☆

Souvenir envelopes have been prepared concerning the "1945 SILVER JUBILEE 1970" "FIRST WARTIME AIRCREW REUNION" and combined "1870 MANITOBA CENTENNIAL 1970" "AIR SHOW" held in the City of Winnipeg, Manitoba, Canada, 24-27 SEP 1970.

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THE GELDERT MEDAL

The Society is pleased to announce that the Geldert Medal for 1970 has been awarded to Mr. Hans Reiche for his many valuable contributions to the magazine. Presentation of the award will be at the annual convention in May.

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American Philatelic Society

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This was a commercial letter written in New York on 10 March 1848. It connected with the BRITANNIA at Boston on 12 March and was delivered in London on 28 March. This was the last year of the BRITANNIA'S service for Cunard. The "PAID" stamp must have referred to the U.S. inland postage to Boston, as the ocean postage of 1/- is in black ink indicating that it was due on delivery.

HIGHLIGHTS FROM THE EARLY DAYS OF THE CUNARD LINE

by J. C. ARNELL, RPSC No. 8170

(continued)

With respect to the public rooms, Dickens wrote of the shock at seeing them on going aboard the steamer. "The imaginative artist to whom I have already made allusion, has depicted in the same great work, a chamber of almost interminable perspective, furnished . . . in a style of more than Eastern splendour, and filled (but not inconveniently so) with groups of ladies and gentlemen, in the very highest state of enjoyment and vivacity. Before descending into the bowels of the ship, we had passed from the deck into a long narrow apartment, not unlike a gigantic hearse with windows in the sides; having at the upper end a melancholy stove, at which three or four chilly stewards were warming their hands; while on either side, extending down its whole dreary length, was a long, long table, over each of which a rack, fixed to the low roof, and stuck full of drinking-glasses and cruet-stands, hinted dismally at rolling seas and heavy weather."

On deck the day before sailing, "everything was in such a state of bustle and active preparation, that the blood quickened its pace, and whirled through one's veins on that clear frosty morning with involuntary mirthfulness . . . Knots of people stood upon the wharf, gazing

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with a kind of 'dread delight' on the far-famed fast American steamer; and one party of men were 'taking in the milk,' or, in other words, getting the cow on board; and another were filling the ice-houses to the very throat with fresh provisions; with butchers'meat and garden-stuff, pale suckling pigs, calves' heads in scores, beef, veal, and pork, and poultry out of all proportion; and others were coiling ropes and busy with oakum yarns; and others were lowering heavy packages into the hold; and the purser's head was barely visible as it loomed in a state of exquisite perplexity from the midst of a vast pile of passengers' luggage; and there seemed to be nothing going on anywhere, or uppermost in the mind of anybody, but preparations for this mighty voyage."

Once all the stores and heavy cargo and luggage had been put aboard, the ship moved out into the stream where she anchored until the following day. At one o'clock in the afternoon, all the passengers and their hand baggage were taken out to the BRITANNIA lying at her moorings in the river in a small harbour steamboat. Once everybody was aboard, there was a wait of over two hours in a damp fog for the latest mail-bags. "A speck in the mist, at last! That's something. It is the boat we wait for! That's more to the purpose. The captain appears on the paddle-box with his speaking trumpet; the officers take their stations; all kinds are on the alert; the flagging hopes of the passengers revive; the cooks pause in their savoury work; and look out with faces full of interest. The boat comes alongside; the bags are dragged in anyhow, and flung down for the moment anywhere . . . The vessel throbs like a strong giant that has just received the breath of life; the two great wheels turn fiercely round for the first time; and the noble ship, with wind and tide astern, breaks proudly through the lashed and foaming water.

"We all dined together that day; and a rather formidable party we were: no fewer than eighty-six strong. The vessel being pretty deep in the water, with all

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her coals on board and so many passengers, and the weather being calm and quiet, there was but little motion . . . I could not but observe that very few remained long over their wine; and that everybody had an unusual love of the open air; and that the favorite and most coveted seats were invariably those nearest to the door. The tea-table, too, was by no means as well attended as the dinner-table; and there was less whist-playing than might have been expected. Still, with the exception of one lady, who had retired with some precipitation at dinner-time, immediately after being assisted to the finest cut of a very yellow boiled leg of mutton with very green capers, there were no invalids as yet."

By the time Dickens went to bed that night, his wife and her maid were both under the weather and every plank and timber was creaking as if the ship were made of wicker-work. For the next two days, there was a fair wind and dry weather, but the ship rolled, making it difficult to walk on deck. Dickens was "not ill, but going to be." The third morning his wife woke him to ask if there was any danger. On looking around the cabin, he noted: "The water-jug is plunging and leaping like a lively dolphin; all the smaller articles are afloat, except my shoes, which are stranded on a carpet-bag, high and dry, like a couple of coal-barges. Suddenly I see them spring into the air, and behold the looking-glass, which is nailed to the wall, sticking fast upon the ceiling. At the same time the door entirely disappears, and a new one is opened in the floor. Then I begin to comprehend that the state-room is standing on its head. Before it is possible to make any arrangement at all compatible with this novel state of things, the ship rights. Before one can say 'Thank Heaven!' she wrongs again. Before one can cry she **is** wrong, she seems to have started forward, and to be a creature actually running of its own accord, with broken knees and failing legs, through every variety of hole and pitfall, and stumbling constantly. Before one can so much as wonder, she takes a high leap into the air. Before she has well done that, she takes a deep dive into the water. Before she has gained the surface, she throws a summerset. The instant she is on her legs, she rushes backward. And so she goes on staggering, heaving, wrestling, leaping, diving, jumping, pitching, throbbing, rolling, and rocking: and going through all these movements, sometimes by turns, and sometimes altogether: until one feels disposed to roar for mercy."

Further on, he continues: "I say nothing of what may be called the domestic noises of the ship: such as the breaking of glass and crockery, the tumbling down of stewards, the gambols, overhead, of loose cakes and truant dozens of bottled porter, and the very remarkable and far from exhilarating sounds raised in their various state-rooms by the seventy passengers who were too ill to get up to breakfast. I say nothing of them: for although I lay listening to this concert for three or four days, I don't think I

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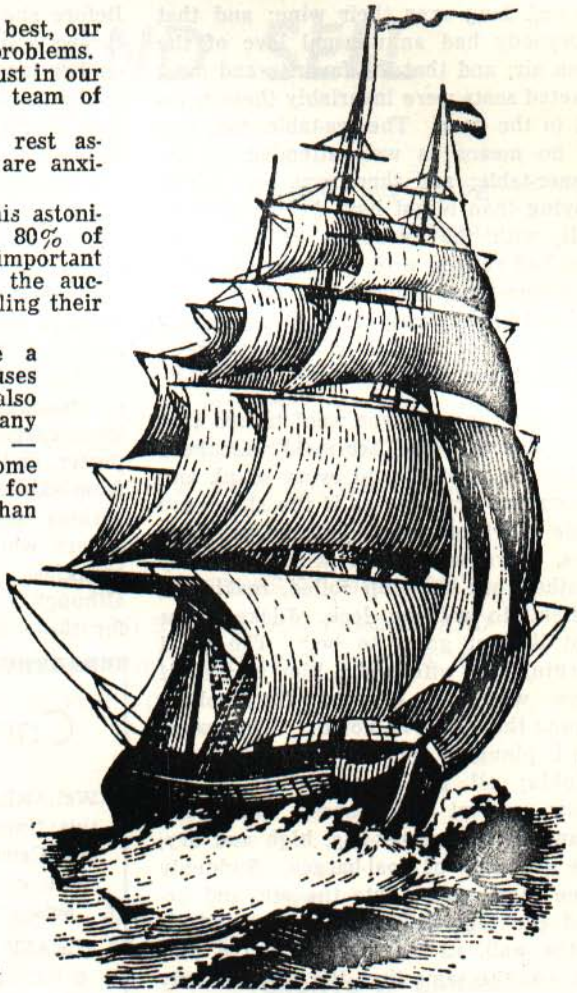

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heard it for more than a quarter of a minute, at the expiration of which term, I lay down again, excessively sea-sick."

On the tenth day out of Liverpool the weather worsened even further and in the middle of the night a sea broke over the ship and water forced its way through the skylights, burst open the doors opening on to the deck and poured down into the ladies' cabin, where Dickens, his wife and several others were suffering through the ordeal. After attempting to describe the motion of the ship at this time, Dickens concluded: "Words cannot express it. Thoughts cannot convey it. Only a dream can call it up again, in all its fury, rage, and passion."

He described the scene the following morning as "Ocean and sky were all of one dull, heavy, uniform, lead colour. There was no extent of prospect even over the dreary waste that lay around us, for the sea ran high, and the horizon encompassed us like a large black hoop . . In the gale of last night the lifeboat had been crushed by one blow of the sea like a walnut-shell; and there it hung dangling in the air: a mere faggot of crazy boards. The planking of the paddle-boxes had been torn sheer away. The wheels were exposed and bare; and they whirled and dashed their spray about the decks at random. Chimney, white with crusted salt, topmasts struck; storm-sails set; rigging all knotted, tangled, wet, and drooping."

The weather continued to be almost unprecedentedly bad for the remainder of the trip and gradually the passengers found their "sea legs" and began to take an interest in each other again. Meals were served and eaten regularly. Some consolation was found in the fact that "the head engineer had distinctly said that there was such times — meaning weather—and four good hands are ill, and have given in, dead beat. Several berths are full of water, and all the cabins are leaky. The ship's cook, secretly swigging damaged whiskey, has been found drunk; and has been played upon by the fire-engine until quite sober. All the stewards have fallen downstairs at various dinner-times, and go about with plasters in various places. The baker is ill, and so is the pastry-cook."

On the fifteenth night, with little wind and a bright moon, they made the light at the outer entrance to Halifax and picked up a pilot. Running into the harbour, the ship struck upon a bank of mud. By putting all the guns,water-casks and other heavy items, and passengers at the after end to lighten the ship in the head, she was soon got off. "After some driving on towards an uncomfortable line of objects (whose vicinity had been announced very early in the disaster by a lound cry of 'Breakers ahead!') and much backing of paddles, and heaving of the lead into a constantly decreasing depth of water, we dropped anchor in a strange outlandish-looking nook which nobody on board could recognize, although there was land all about us, and so close that we could plainly see the waving branches of the trees." After throwing up a few rockets and firing signal guns and receiving no reply, a boat was sent off to explore the shore. In an hour it had returned to report that the BRITANNIA was in Eastern Passage, a narrow, treacherous channel running off the main approach to Halifax. The steamer remained at anchor for the rest of the night and at high tide the next morning ran into Halifax at eleven miles an hour with flags flying, the officers in uniform and the crew in their best clothes.

After a seven hour stop at Halifax, during which period the Mails were delivered and exchanged, the ship sailed for Boston. Squally weather was encountered in the Bay of Fundy and they tumbled and rolled all that night and the next day, reaching Boston on Saturday afternoon, the twenty-second of January, eighteen days from Liverpool.

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Raymond S. True
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Fig. 1 — Largest known multiple of Poland No. 1. Printed on white wove paper. The frame is printed in blue, the centre and underprint in red. Gum was applied by hand.
Courtesy Dr. L. P. Kozakiewicz, Chicago

POLAND, THE EARLY ISSUES TO 1920

Dr. M. A. KAMIENSKI (RPSC 8995)

The Kingdom of Poland, by the middle of the XVIIth century, had become one of the most powerful and civilized states of Eastern Europe, a bastion against the barbarian forces from the East.

The first primitive arrangements which could constitute the beginning of a postal service are recorded in the reign of King Boleslaw Chrobry (992 - 1025). This king: "turned over to the cities, the forwarding of messages previously arranged by Corvee" (forced labour with little or no recompence). A postal service in our sense of the term, was first organized by King Sigismund August in 1558. He assigned to PROSPER PROVANA an Italian: "The privilege of setting up and conducting a postal service for the exchange of letters between the cities of Krakow and Venice", (A powerful city republic at the time). Four years later, CHRISTOPHER TAXIS of the famous Thurn and Taxis Family took over this task. He received 1500 thalers per year and was obliged to carry the royal mail without charge. He was permitted to accept private mail at six groszy for letters up to half an ounce.

King Stefan Batory, at the city of Niepolomice on January 2, 1583 issued the following decree:

> "Since We recognize the usefulness of the Postal Service which our most renowned predecessor Sigismund August introduced, we assign this service to the Florentine nobleman, SABASTIAN MONTELUPI and his nephew VALERIUS, whose fitness for this work has already been shown. We assign to them, all postal routes,

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Fig. 2 — Sosnowiec Local issue. Litho'd in sheets of 42 stamps, red on white paper. The value not shown to gain German approval. The canceller incorporated the 3 kopek denomination. Issued 24.VII.1916 lasted only two weeks.

which they shall maintain at their own expense under the condition that on the route from Krakow to Venice, they shall maintain enough relays of horses so that the couriers shall be able to make the journey and return in 15 days. We decree that the service shall be twice monthly. The postal officials employed in Our service, are required to wear Our badges of rank and Our crest on their clothing.

We assign the directorship of Postal Service to this SEBASTIAN MONTELUPI and his nephew VALERIUS, for five years beginning February 15, 1583 with a salary of 1000 Polish gulden which shall be paid to them out of Our treasury at Krakow.

We establish four Polish groszy as the fee for private letters which are entrusted to the Postal Service without regard to the distance from which the letter is sent (note the drop in postal rates).

We exempt from the payment of this fee the Holy Orders of the Franciscans, Bernhardines, Dominicans, Augustines and Carmelites. We desire that their letters shall be accepted by the Postal Service without charge".

Succeeding monarchs expanded the postal arrangements. In 1647 the feudal corvee system was abolished and a special quarter money tax was imposed for the maintenance of the Postal System. An edict of 1659 calls upon the cities and villages: "To pay to the postmasters the quarter money of the couriers for past and immediate future periods."

Important steps towards establishing regulated communications were made during the reign of King Stanislaus August. In 1764, postal stations were set-up along the important highways, regulations for carrying the mail, postal rates and the conduct of postilions were published. "The importance of a well organized, postal service as a government establishment of general utility is recognized, it has to be developed without too great a cost to the people", reads a government decree. Mail service was brought to notable heights of development, as mentioned in the travel accounts of foreigners who visited Poland at the time.

The XVIIIth century saw a succession of weak and incompetent rulers in Poland. Her neighbours at the same time were embarking on policies of territorial expansion. In 1795, Russia, Prussia and Austria occupied and eventually partitioned the country. Poland disappeared from the map of Europe for the next 123 years.

The CONGRESS OF VIENNA in 1815 attempted in some measure to restore

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Europe's boundaries to pre-Napoleonic times. The Congress created the KINGDOM OF POLAND out of the lands taken by Russia, with Czar Alexander I of Russia as King. In essence the KINGDOM was a vassal state of Czarist Russia with some automony.

This very short historical sketch is necessary to understand the many different and apparently foreign stamps which subsequently were valid on Polish soil. Poland did not regain independence until 1918.

In 1858 Russian Postal Stationery was modified for use in the King dom of Poland. The inscription was now in both the Polish and Russian languages. In September of that year, the supervision of postal service in the Kingdom of Poland was put into the hands of the Governor and Council of State. A decree published in circular No. 13/1859 of the Polish Postal Administration, dated December 14, 1859 reads:

"In accordance with the transfer of the Postal Administration of the Kingdom of Poland to the direction of His Highness, the Governor-Duke and the Council of State of the Kingdom on September 1, 1858, the Postal Administration has contacted the (Russian) State Commission for Receipts and Finances concerning the issuance of postage stamps and stamped envelopes for single letters, which shall replace those now provided by the Russian Postal Department.

The Commission has now informed the Postal Department that such stamps and envelopes, which show the cost of arms of the Kingdom, are ready.

On receipt of the new postage stamps and stamped envelopes from the State Commission, the Postal Administration will supply them without delay, to the main post office in Warsaw as well as the post offices and postal agencies of the Kingdom, also give instructions for their issuance on January 1, 1860. At the same time remaining stocks of Russian stamps and stamped envelopes shall be returned to the Postal Department.

The public may have on hand some quantities of Russian stamps and stamped envelopes purchased previously at the post offices and postal agencies, therefore, a period of three months is allowed for using up these postage stamps and envelopes. They will be demonitized on April 1, 1860. After March 31, no letters franked with Russian stamps or in Russian envelopes shall be accepted."

Fig. 3 — Warsaw printing for NORTHERN Poland, released 5.XII.1918 in eleven values. Use of the basic Germania stamp by two countries is noteworthy.

Thus Poland's first adhesive came into being. It was a copy of the first Russian stamp, differing only in colour and by having the Polish eagle in the shield. The Polish inscription ZA LOT KOP. 10, (for half an ounce 10 Kopek) was also added below the coat of arms, Fig. 1. The stamp was used only on internal mail and for letters to Russia proper. Foreign correspondence required payment in cash and such letters were forwarded stampless with only a sending post mark.

The stamp was printed by letter press at the Government Printing Bureau in Warsaw. A new two colour press, in-

vented by Abraham Sztaffel was used. It printed both colours without changing the paper from one press to another. It printed at the then fantastic speed of 120 sheets per hour and counted the sheets printed! Each sheet consisted of four blocks of 25 stamps separated by vertical and horizontal gutters. The total issue was three million stamps in several printings over a period of years. On April 13, 1865 the remaining 208,515 stamps were destroyed by the Russian authorities when they withdrew the issue. Russian stamps were re-introduced and continued in use until the outbreak of World War I.

During this time, 345 post offices and postal agencies were opened in the Kingdom of Poland. Each received a four ring cancelling device with its number in the centre, Warsaw was No. 1.

The insurrection of 1863 failed, in reprisal the Czar revoked the autonomy of the Kingdom of Poland and from it created the TRANS-VISTULA PROVINCE of the Russian Empire. The Poles referred to this territory as the CONGRESS KINGDOM.

The lands occupied by Prussia and Austria became integral provinces of those countries and their regular stamps were obligatory. Only the town name cancellations indicated that the areas were formerly Poland.

The Austrian Crown Prince was assasinated at Sarajevo June 28, 1914. Austria declared war on Russia July 29. Three days later, Russia was at war with Germany. France was invaded August 2nd.

The German armies advanced eastward into the CONGRESS KINGDOM. On May 12, 1915, Germany issued a series of five stamps for civilian use in the newly conquered territory. These were GERMANIA stamps of the 1906-11 series overprinted in old English style type with the words RUSSISCH POLEN. The values were 3, 5, 10, 20 and 40 Pfenig. All mail to and from the Congress Kingdom was routed through the city of Poznan where the Military Censor Bureau was established. A boxed rubber stamp

GEPRUFT ZU BEFORDERN!
UBERWACHUNGSOFFIZIER POSEN
(Censored, for Delivery!
Supervising Officer Pozan)

was applied to all such mail.

The German occupied portion of the Congress Kingdom was later given the name GENERAL GOUVERNEMENT WARSCHAU. When the name-change took place, new overprints reading GEN. GOUV. WARSCHAU, again on the regular Germania issues, were released August 1, 1916. (Fig. 3, but without the surcharge 5 POCZTA POLSKA which comes later). The issue contained eleven values from 2½ to 60 Pfenig. The stamps were valid to the end of the war.

The postal region POSTGEBIET OB.-OST embraced the Baltic countries and the Russian province of Grodno (north eastern Poland). It was established by the German Army of Occupation in Kaunas, January 15, 1916. The OB.-OST Post was under the jurisdiction of the Area Commander and did not come under the Reichspost. It was a military organization designed to serve the occupational authorities and the civilian population. Germania stamps were again used for the overprint POSTGEBIET OB.-OST (postal command, eastern territory) for use in this area. The set contained twelve values 2½ Pfenig to 1 mark. The postal censor was in Konigsberg, East Prussia.

Evidence of the area's postal independence is the fact that General Ludendorff,

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Supreme Commander of the eastern front, ordered a special stamp to be used in the city and environs of BIALYSTOK. Civilians in this area were permitted to use a specially prepared postal card to send short messages to their relatives in neutral countries and even to enemy territory. On payment of 25 Pfenig, the Bialystok stamp was affixed to this special card by the postal clerk who had to sign his name across the face of the stamp as a control measure to prevent abuse of the service. The stamp showed the city crest in the centre and BRIEF-VERMITTELUNG at the top (letter exchange office) and BIALYSTOK at the bottom with a black overprint 25 pfennig. The stamp first appeared August 11, 1916, it was printed in blocks of four. Later the rate was increased to 1 mark.

Simultaneously with the northern part of the Congress Kingdom being occupied by the German army, the southern part of the Kingdom was taken over by the Austro-Hungarian forces. The Austrians designated the conquered lands, GENERAL GOUVERNEMENT LUBLIN. However, no special postage stamps were issued as the K.u.K. FELD-POST issues were used in all countries occupied by their armies.

The primary function of the German-Austrian military postal service was to deliver official correspondence. Nevertheless, it did bring civilian mail to the closest County Seat. The army had no facilities for its further distribution, this was left to local civilian authorities. A fee was collected to defray costs of local delivery, a very cumbersome operation. A number of municipalities issued local stamps to facilitate the collection of this additional tariff, fig. 2. Warsaw because of its population, had valid reasons for a local postage. However, one may safely assume that feelings of Polish patriotism, coupled with liberal doses of philatelic connivance assisted at the "christening" of most local issues. In any event, the tendency was to produce the stamps first and then try to convince the hated invaders of the need

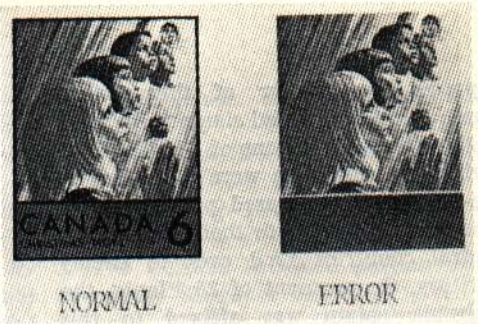
Fig. 4 — The KRAKOW OVERPRINTS issued 20.1.1919 consisted of 20 values for regular mail, 5 newspaper and 12 postage due stamps. This is the "Thin" variety, position No. 19.

for them. The military refused to confirm the issues and most were valid for only short periods. The Warsaw locals lasted the longest with twelve issues of two basic stamps from September 23, 1915 to October 19, 1916. There is no denying that local issues were used on genuine mail, but most covers have to be considered as being philatelic.

Postal History buffs have a field day with the material available from this fascinating period. Two examples will serve as illustrations. Within the last twenty years, a little known phase of NAVAL OPERATIONS has come to light. In 1914 a fleet of river gun-boats was put into operation on the Vistula and Bug Rivers. The former was the WEIS-CHELFLOTILLE with local headquarters at Krakow, under the jurisdiction of the K.u.K. KREIGSMARINE (Imperial and Royal War Fleet, at POLA on the Adriatic Sea. The K.u.K. BUGFLOTILLE was strangely enough, organized and under the command of the Fourth Austrian Army and not the Navy. These gun-boats also served as transports for men and material and helped to relieve the congested railway system. Each ship and shore establishment had its individual identifying rubber stamp for mail, no postage was required. The letters were forwarded by regular post from the nearest river landing. German Forces carried on a similar operation on the northern reaches of the Vistula River

CANADA

The 1969 6c. Christmas Error



NORMAL ERROR

A pleasant way for a dealer to begin his 50th year of dealing in stamps is to offer this 6c., one of the most unusual errors to ever occur in the stamps of any nation. For one thing this must be the first time such a major error was discovered first by a Post Office. The story is well known now. Here was this woman buying her supply of Christmas stamps and getting amongst others 9 of the error. Her complaint that the stamps were "no good" at last drew attention of postal officials that something was the matter. Very quietly and very efficiently sales of the 6c. were stopped all over Canada and after careful checking of all stocks the Canadian Post Office announced that an error had occurred in the printing of the stamps and that the Post Office had recovered a pane of 100 in Victoria, B.C., another in Vancouver, B.C., plus 9 returned for exchange for a total of 209. The public had purchased 191.

It is over a year since the error appeared and it is very much apparent that most of these were used up by the public to mail Christmas cards. Ever since, offers have been few and far between and the situation now is such that one can safely say over 90% are in the hands of collectors.

I have 4 fine copies for sale at $2,250.00 each, which is reasonable for a stamp that is very definitely at least 4 times rarer than the famous Seaway Invert. By the way, Hansen's Canada book has already valued it at $10,000.00. It's worth it.

Unique

The magic word in philately is "unique". To own something that no one else can possess is the dream of any collector. One that achieved this goal a number of times was the late King Farouk of Egypt. I was one of the buyers at the sales of the Royal Egyptian collections held in Cairo 1954 and have several of these unique philatelic items which offer at $100.00 and $200.00 each. Am reasonably certain each is unique, enough to offer $1000.00 to anyone who can duplicate whatever is sold; if done so within 1 year after purchase.

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A stamp of which only 100 exist is rare enough. Can you imagine such a rarity being offered at only $10.00? Well as a 50th anniversary offer here is one stamp of which 100 (or less) exist properly guaranteed and notarized to that effect. Nor is this all; with it goes a valuable pioneer Antarctica stamp now selling for a minimum of $10. And that isn't the end of the offer: as added is a most elusive single and block that elsewhere is unobtainable at under $10.00 (Scott raised its price 50% in 1 year!)

All this is the "Showcase" lot and price is $10.00 for the lot.

"A Century of Liberian Philately"

This major work on the stamps of Liberia 1860-1960, by Colonel Henry Harper Rogers of Atlanta, Georgia will appear about the end of 1971. Advance orders have been solicited over past several years and situation at present is as follows:

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K. BILESKI LTD. STATION "B", WINNIPEG, MANITOBA, CANADA

Fig. 5 — First ORIGINAL design for Polish postwar stamps. The poor quality glue provided at the post offices soaked through and tended to spoil the stamp. "goitre" variety, position No. 2.

with probable headquarters at Warsaw. Very little information is available even in military archives about these fresh-water establishments.

The second example is the FIRST INTERNATIONAL AIRMAIL SERVICE in the world, inaugurated on a regular schedule March 31, 1918. Several flights daily covered the route: Vienna - Krakow - Lwow (Lemberg) - Kiev, to the end of hostilities. Civilian mail was also carried to Krakow and Lwow, but only official mail went on to Kiev. The rate was 8 heller for postcards and 15 heller for letters, these were later raised to 10 and 20 heller respectively. The air mail fee was an additional one kronen, plus 1.50 kronen per 20 grams for each leg of the journey. For example, the minimum cost of a letter from Vienna to Lwow via Krakow would be four kronen fifteen heller. Austrian two and three kronen stamps were surcharged FLUG-POST with new values 1.50 and 2.50 kronen. The four kronen gray was overprinted FLUGPOST. Covers with the full set of three air mail stamps are usually philatelic. Genuine letters with the correct rate in flugpost stamps while not scarce are not plentiful either.

The Armistice in November 1918 brought independence to Poland and unification of the three parts previously under foreign domination. Each of the areas had during one hundred and twenty three years of separation, developed along the lines of the occupying power. The differences in language, social customs, currency, civil administration, law etc., added tremendous confusion to the post-war chaos. The TREATY OF VERSAILLES set out to delineate the frontiers of Central Europe. Boundary disputes arose with Poland's various neighbours. During the next eighteen months numerous local, provisional, plebiscite and foreign issues of stamps appeared to satisfy postal requirements until such time as conditions stabilized and an original adhesive could be produced.

Steps were taken to activate a NATIONAL POSTAL SYSTEM with Polish adhesives, but the mails could not wait until new stamps could be designed and printed. In the northern half of the country, exsiting stocks of GERMANIA stamps and stamps overprinted GEN. GOUV. WARSCHAU left by the retreating Germans, were surcharged with new values and the words: POCZTA POLSKA (Polish Post), with lines obliterating the German text, fig. 3. Three differently designed surcharges eventually made their appearance, originating in the cities of Warsaw, Poznan and Gniezno.

Austrian stamps were also overprinted POCZTA POLSKA for use in the south. Again three different overprintings were in use consecutively. They originated in Lublin and Krakow. The famous KRAKOW OVERPRINTS containing Poland's rarest stamps, are from this period, Fig. 4. All the provisional

issues sold out very quickly causing serious shortages of postage. The Polish Liquidation Committee for the south, ordered a stamp with a new design in February 1919. A conflict of jurisdiction developed between the Committee and the newly formed Ministry of Post and Telegraphs in Warsaw. The stamps were eventually released in March, but were valid only to the end of May. The new set contained values from 2 heller to 1 kronen, lithographed in eleven colours, fig. 5. The sheets contained one hundred stamps on a yellow wood pulp paper, imperforated and without gum. Many commercial firms found it expedient to have the stamps perforated privately.

A very ingenious method of unifying the postal system for the whole country was now devised. The next issue of stamps contained twelve values in five designs, two small size and three large stamps. The issue was released simultaneously in northern and southern Poland; however, the colours and monitary values were different—Pfenig/marks in the north and heller/kronen in the south. A year later, on February 1, 1920, the whole country changed to the Pfenig/mark system and the kronen issue was withdrawn. The present groszy/zloty monetary system was introduced in 1924 after a period of inflation.

Plebiscites were held in Upper and Lower Silesia, Marienwerder and Allenstein. Provinsional plebiscite stamps were in use in these areas. In the east, WESTERN UKRAINE laid claim to certain territory around Lwow and issued its own stamps. In the north-east, Lithuania issued stamps for lands which later became part of Poland. CENTRAL LITHUANIA was a short lived pseudo-independent territory with a massive stamp production ,eventually uniting with Poland. The frontiers were finally stabilized in 1923.

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TORONTO '78

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

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1970

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1971

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Toronto, Ont.
6—Edmonton Stamp Club
Edmonton, Alta.
12—East Toronto Stamp Club
Toronto, Ont. (5)
33—Lakehead Stamp Club,
Thunder Bay, Ont.
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Québec, Québec, P.Q.
48—Kamloops Stamp Club,
Kamloops, B.C.
51—Hamilton Philatelic Society
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73—Barrie District Stamp Club
Barrie, Ontario (3)
86—Winnipeg Philatelic Society
Winnipeg, Man. (7)
93—Grande Prairie Stamp Club,
Grande Prairie, Alta. (4)
97—David Thompson Stamp Club
Castlegar, B.C. (2)
99—Moose Jaw Stamp Club,
Moose Jaw, Sask. (5)
101—Brandon & District Philatelic
Society, Brandon, Manitoba (2)

Coming Events

FEBRUARY 19 - 21. Annual Exhibition of the Lakeshore Stamp Club will be held at the Fairview Centre Auditorium, Pointe Claire, Quebec.

MARCH 20 - 21 — Annual Exhibition & Bourse Kawartha Philatelic Society, Holiday Inn, George Street, Peterborough.

MARCH 27 - 28 — Annual Exhibition & Bourse of the North Toronto Stamp Club will be held at the North Toronto Memorial Gardens, 180 Eglinton Ave. W., Toronto.

APRIL 17. Barrie Stamp Club Annual Exhibition, St. Georges Hall, Barrie.

MAY 6 - 8 — Annual Convention of the RPSC. Seignory Club, Quebec.

1971 INTERNATIONAL EXHIBITION — CAPETOWN, MAY 22-31
Commissioner J. N. Sissons
37 King St. E., Toronto.

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.

1978. TORONTO INTERNATIONAL EXHIBITION

WHAT'S NEW IN OLD CANADA

By FRED STULBERG

THE TORONTO BRANCH OFFICES, 1881-1900

Within recent years there has been an ever increasing interest in what is called the "Street" post offices of Canada. These were peculiar to a few of the large Canadian cities during the nineteenth century and usually, but not always, derived their names from the streets upon which they were located. Actually, a more accurate name is the one found in the postal guides of the time. There they were usually referred to as Branch Offices.

The cities that set up a Branch System prior to 1900 were Vancouver, London, Hamilton, Toronto, Ottawa, Montreal and Halifax. By and large these satellite offices were complete within themselves having their own postmaster and were empowered to cancel mail, issue money orders and transact business for the Post Office Savings Bank. However, they apparently had some affilliation with the main post office in the city in which they were located.

Toronto, more than any other city in Canada, developed the Branch System to the greatest degree. From 1881 to the turn of the century 32 post offices were part of the Toronto System. However, not all were distinctly new entities. Some were changes in the name or location of previously established offices, others were offices that were functioning in the suburbs and became part of the system when they found themselves within the boundaries of the city by virtue of its geographical growth.

Towards the end of the century a major change in handling mail in the larger cities took place and with it came a change in the complexion of these branch offices. The introduction of the machine cancellers demanded that most of the mail be handled at a central depot and the smaller post offices started to loose their right to cancel normal mail. The decline was gradual but nevertheless definite. In 1900 the first Postal Station was set up in Toronto and this led directly to the Station and Sub Post Office system functioning today.

The following table gives the names

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of the Toronto Branch Offices and the years that they were established as such. The Postal Guides of the era were often inconsistant with examples of actual usage of postal devices and, when this was the case, the earliest date known was considered to be the valid one.

(The information contained in this (and a future) article is from a paper presented to the Philatelic Specialists Society of Canada and received the Herbert Dube Award of that Society for the best presentation for the year 1969. — Editor)

POST OFFICE	DATE	REMARKS
Toronto East Branch	1881	Renamed Queen St. East in 1886
Toronto West Branch	1881	Renamed Bathurst Street in 1886
Toronto North Branch	1881	Renamed Carleton Street in 1886
Queen Street East	1886	Formerly Toronto East Branch
Bathurst Street	1886	Formerly Toronto West Branch
*Carleton Street	1886	Became Gerrard Street in 1892, Formerly Toronto North Branch
Bleeker Street	1886	Changed to Bleecker St. in 1889
Dundas Street	1886	
Spadina Avenue	1886	
Peter Street	1888	
Parkdale	1889	Former Suburban Office
Yorkville	1889	Former Suburban Office
Brockton	1889	Former Suburban Office
Riverside (B'ch)	1889	Former Suburban Office
Bloor Street	1890	
Rusholme Road	1890	
Parliament Street	1891	
Strachan Avenue	1892	
Gerrard Street	1892	Formerly Carleton Street, Became Elm Street in 1894
York Street	1892	
Toronto Junction	1892	Formerly West Toronto Junction Suburban Office
St. Joseph Street	1893	First of two similarly named, Became Carlton Street in 1899
Broadview Avenue	1893	
Clinton Street	1893	
North Toronto	1893	
Elm Street	1894	Formerly Gerrard Street
Pape Avenue	1896	
Lee Avenue	1896	
*Carlton Street	1899	Formerly St. Joseph Street.
St. Joseph Street	1900	Second of two
Queen Street Centre	1900	
Balmy Beach	1900	

* The spelling of Carleton Street changed to Carlton Street around 1890. Postal devices did not show change until 1899.

A future article will give the postal devices used at these Branch Offices.

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AFTERMATH

A flood of letters from readers at home and overseas who had visited PHILYMPIA has enlivened our mail for the past month. The enjoyment has obviously been tremendous and the organisers should have been warmed by the sincere appreciation of their efforts.

The niggles were few and mostly from our own exhibitors. Their queries have given food for thought and we have tried to analyse the underlying reasons for their cause.

Let us record a few words on behalf of the judges. Firstly, for one good reason or another, all of them were not there. Secondly, judging could not start before the exhibition was erected and there was no facility for judging on the Sunday. Thirdly, there were so many exhibits for each judge to study in the four days available that there was less time spent on each frame than one would like to allow for a serious appreciation of each exhibit. With the best will in the world, it was impossible for the jury to cram more expertise into the hours available before the final decisions were reached.

One of the most surprising letters to reach us read *"I was very surprised that I got a gold. Of course I know my collection is a good one but having studied the adjoining exhibits for two days, I was quite sure that four of my neighbours had better exhibits than mine. A's exhibit covered all aspects of postal history in the period that coincided with mine. Everything had been carefully studied and I learned more facts from the write-up than I had thought possible. B's collection covered exactly the same period as mine, his quality was better and his stamps more profuse. He had two stamps that I have never been able to get and I had three that he lacked but obviously he was much more knowledgeable than I am. C, D and E all had more highly specialised collections than mine and therefore were confined to a similar field as we had the same number of frames. It still puzzles why I got a higher award than my friends, whose work is more advanced than mine".*

It so happens, because of our personal interest in this subject we had made a special study of the exhibits and the observations of our reader were just. Here were some seventy frames from twelve exhibitors and we suspect that the judges all had an average of 500 frames to examine in thirty-five to forty hours — say twelve frames an hour. If we had been a judge and this was our last day, we think that we might well have come to the same conclusion as the jury, for the gold award exhibit was more easily understood than those of his competitors.

PHILYMPIA was probably the last of the great philatelic exhibitions. Even so, in one out of five instances an award of equal value went to a good stamp collector as opposed to a good philatelist. Collections that would have won golds in 1935 got no more than a vermeille today. Time sees changes in collecting styles as well as fashions and there has certainly never been an exhibition that was more out of line with the current fashion of the general collecting public.

Still, the important thing was that whatever his taste, the visitor to PHILYMPIA enjoyed himself and if he did not learn something new about his hobby, then he was singularly inobservant.

So, thanks for the memory . . .

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By HANS REICHE (RPSC 6397)

An old argument appears to raise its head again. Recent articles in philatelic press, letters to study groups and some new books make collectors believe that changes or repairs to a curved plate can not be accomplished and are not and have not been carried out. There must be some reason why some continue to promote this idea. It may be that the manufacturers of stamps do not supply an answer, it may be that the post office can not provide the real answer, it may be that the writer does not like to reverse his original stand and admit that he was incorrect? Whatever the reason is, the fact remains that certain plates, as far back as the Admiral issue, were repaired after the plate was curved for printing. Switzerland, Germany and other countries have done this for years. In the Admiral handbook some repairs were listed some years ago and other repairs were noted and reported. As late as the Q.E. II, 1954 issue one subject of the 5 cents was repaired.

The regular 5 cents shows a constant variety on Plate No. 3 UL stamp No. 20. The numeral has a line in the 5. Another similar line through the numeral 5 from another position has not been identified yet. The new 6 cents black $1.50 booklet has on the early panes a number of short vertical black lines across the entire sixth row of stamps. Only the perf 12 booklet panes were found with this variety.

Probably most collectors were caught short with the fast disappearance of the last set of Postage Dues printed from line engraved plates. The new set now available is printed by the photo offset method. Both types will be listed by all catalogues.

Post Office officials continue to say that the cost of steel engraved stamps is high and that the manufacturers do not have skilled engravers. To mention only two famous Canadian engravers Mr. Carswell and Gundarsen indicates that the statement is not correct.

At the recent RA Stamp Club meeting the Minister responsible for the Post Office Department mentioned that the Department is considering the issue of a simple but high quality Canadian stamp album to encourage the collecting of

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stamps by Canadian children and in other countries. What is still missing and what would be useful to beginners is a little booklet explaining the reason for the issue of a particular stamp or set, similar to the official announcements of new issues. The Hon. Mr. J. P. Cote explained that consideration is being given to issue stamps with the theme of Indian Chiefs and after an extensive discussion period on this subject handicrafts and Eskimos were suggested. It is the intention to bring out once a year a stamp commemorating a significant Canadian event. A lively discussion took place regarding the size of commemorative stamps. The Department is planning to increase the size for some to about the size of some of the recent USA commemoratives. It was pointed out though that when the Bell stamp was issued a flood of complaints by "lickers" arrived. The old question of straight edges on stamps was discussed. The tearing off of the margins when selling stamps, the throwing away of the margins inside post office buildings and the simpler production of sheets with straight edges save the taxpayer money. But the British American Bank Note Co. has now modified their equipment and future stamps will be perforated all around. One year from his death a stamp will be issued to commemorate Pierre LaPorte. A new more picturesque cancel will be used for the first day of issue soon. The extensive discussions with the Minister and the club members on many subjects including the effectiveness of the present advisory committee for new stamp designs was not only refreshing but both sides learned a lot from this dialogue.

My best wishes to a new, healthy and peaceful year to all our readers.

☆ ☆ ☆

JOIN YOUR LOCAL STAMP CLUB

Martin Apfelbaum:

This column appears in an assortment of publications with a total circulation of about 70,000.

We did business this year with about 20,000 different people, buying from some some and selling to many.

That leaves 50,000 of you who we did not serve this past year. That is much too high a figure. Among the many millons of stamps which pass through our hands each year are the ones you have been looking for.

I must admit that there are some collectors for whom we can do little. Those with narrow specialties will find little at any given time in our stock (or anywhere else). We do not carry new issues, so those who cannot wait a few years will have to find another source. For nearly everyone else, our retail shop or our three different types of auction sales provide all sorts of pleasant opportunities.

If you are in the Philadelphia area, drop in. In the meantime if you will drop us a line, we will be happy to send sample copies of our catalogs. With a little intelligent cooperation we can make your stamp collecting and our stamp dealing more pleasant.

Martin L. Apfelbaum

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YOUTH EDUCATION PROGRAM

Living in an affluent society with prepared foods, ready made clothing and all other conceivable aids can be a burden as much as it is a pleasure for many. One of the most obvious detractions of this state is our dependance on others, in everyday life as well as in pursuit of our hobbies and delights.

The Youth Education Program, in existence two years with two Co-ordinators, is no exception to the rule of pre-cooking everything without much help from anyone. It was therefore an eye opener that someone did care and helped. The assistance came from unexpected quarters: local newspapers.

In order to satisfy the many requests for stamps from young collectors your Co-ordinator asked The Toronto Telegram's Action Line for their many envelopes. The letter ended up on the desk of Mr. Steve Grossman who took the liberty of editing it and publishing in the Action Line column on October 28, 1970. Within a week we have received 32 envelopes and packages containing stamps, from just a handful of the common 6c. ones to complete collections. The intrinsic human value of these gestures far exceeds the monies involved. Can one thank adequately an anonymous donor or a retired insurance company executive for sending us their accumulations? Are there words to express a person's gratitude to two ladies engaged in cleaning an office building who spend their coffee break in tearing off corners of envelopes since it is against regulations to remove the complete missive from the premises?

On November 5th Mrs. Zena Cherry a Globe and Mail columnist, published a ¼ page article on the Youth Education Program with a description of the Royal Philatelic Society of Canada. Stamps began coming again, in fact they never ceased coming since the first publication of our needs.

Aren't people wonderful? How about you joining the human race and doing your bit for philately? There are many clubs and groups at schools, churches, cubs, guides, etc. that would welcome you with open arms. The Youth Education Program will provide you with mobile displays, slides, and stamps. All you have to give is one hour a month. It is indeed a small price to pay for the pleasure you will derive yourself and give others.

Michael Madesker

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Sales Department

My request for new books in the last issues has brought some response but more are needed especially early Canada and Great Britain: Australia and New Zealand.

Have received some nice books of British West Indies and Scandinavia also some early covers of Canada, and some small queens. A few books of mint Canadian plate blocks have also come to hand and are available now.

The circuits are particularly short of mint Canadian material from the early to middle issues especially single copies (except coils). Coils should be in strips of two; three or four but never as singles because they do not sell for obvious reasons. Mint blocks of Canada are slow to move, but there are some nice mint blocks of "G" and "O.H.M.S." issues available.

Newfoundland is in demand both mint and used copies and I could use some books of this province right now. Canadian Revenues are also required. Stocks of these are non-existent and requests for these are on file. How about sending some in and start the new year in a giving mood.

Used Switzerland and Ireland are wanted along with used early U.S.A.

I am looking for a copy (mint) of Scott #94 . . ST. HELENA. If some one has a copy available please write giving condition and price.

I would like to mention for the benefit of our U.S. members that the Canadian dollar is now 'floating' and at the time of writing was close to par with the U.S. dollar. Please check with your bank or post office before remitting for purchases made from the sales circuits. This will eliminate the necessity for adjustments.

If you have not received a circuit lately perhaps it is because you haven't asked for one; so please let me know your requirements.

P.S. Just received some nice books of Canadian Revenues.

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I think Gibbons is to be commended for the new departure in catalogues and I am sure they will be welcomed by philatelists in general.

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