CANADIAN PHILATELIST

Journal of the
ROYAL PHILATELIC SOCIETY of CANADA

VOLUME 26 JULY - AUG. 1975 NUMBER 4

Bang Goes The Window

July 1, 1975

Dear Friends:-

This morning while I was sitting at my desk in deep thought about writing this letter, there was a tremendous crash and glass flying all over the office. What had happened was that one of the large panes of glass in our store front collapsed and shattered into thousands of pieces. Fortunately no one was hurt. Credit is due to the glass company for installing a new window within six hours. Now lets get on with the story.

A lady telephoned the other day to say she had a trunk full of Newfoundland stamps accumulated by her father over a period of 50 years, and these were for sale. Newfoundland is a favourite of mine, so I couldn't get to her house fast enough to see what was in the trunk. Sure enough it was full of stamps, and mostly Newfoundlands. There were mint sheets rolled up in newspapers and these mostly stuck, tens of thousands of stamps loose in shopping bags - boxes full of nice bundled stock and a very nice lot of mint going back to the 1897 Anniversary issue in quantity. Surprisingly the only foreign of interest were some bundles of the Japanese 1899 issue, many with the Offices in China overprints. I bought part of the stock and the lady is holding the remainder for the time being. There's no way I'll be giving up on the remainder, so will be knocking on the lady's door frequently.

There has been a lot of speculation and heavy investment in the mint issues of Jersey and Guernsey Islands. This month I purchased 255,000 stamps of the pictorial issue which makes a very nice addition to our stock.

For many years Mr. Antliff of Toronto visited our store on Saturday mornings with his 3 daughters. He patiently waited while they made their purchases to build up a nice collection of Canadian stamps. Over the years he got interested himself and put together a good collection of France and French Colonies in 7 volumes. The girls have now married and left home and he has lost interest in stamps. We purchased his collection, but he still wanted the binders back so he could put the odds and ends together, so I guess he will always be a collector at heart.

Now, how about Silk stamps, that's right, stamps printed on silk. These come from the country of Bhutan and a complete set of 6 stamps sells for $3.95. We purchased a nice lot of these along with other stamps from this Shangri-La country in the Himalayan Mountains nestled between India and China. These are practically all complete mint sets, some used and a good lot of covers - total catalogue over $100,000.00. If you are interested, write to me for our special list on stamps of Bhutan.

Pocket pages are again in stock. These are the 5½ x 8¼ sheets, punched 3 holes with window front and are excellent for displaying or storing stamps. We also have the small size 2¾ x 4¼.

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If you are thinking of selling your stamps, please write or telephone me.

I hope you have a nice summer.

Philatelically yours,

Harry Martin Jr.

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THE CANADIAN PHILATELIST

JOURNAL of the ROYAL PHILATELIC SOCIETY of CANADA

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THOUGHTS & THINGS ..... FROM THE EDITOR

Often thought about and usually the last to be written, is a good description of my editorial comments, and the past month's 'thoughts' have been many and varied. If you were to have them all, there would be little room left for the regular and special features to which you are accustomed.

I have often asked myself why Fred Stulberg selected me to succeed him and the other excellent editors that our Society has had in the past. Perhaps it was because of my beard and glasses, or, perhaps he did not want to see me rest after a long period of writing, editing and publishing philatelic material. Whatever his reasons were, I shall endeavour to maintain the quality of your journal and to do nothing, knowingly, that will make him regret his selection.

Before proceeding further, 'let me make myself perfectly clear'. I am not an expert in anything philatelic. My knowledge of many aspects of philately is decidedly limited but I have had almost eleven years of writing, editing and publishing for a stamp club and a philatelic association. I have my own ideas as to what the Canadian Philatelist should be, what it should contain and how it should look. However, do not expect sudden or drastic changes in either content or format. Such may be slow in coming or may never come about.

Although I am not an expert, one thing I am sure of and it is that the Canadian Philatelist is your journal. What it contains and how it appears will depend, in part, on what you do with it and for it. Your articles, notes and letters are wanted and needed. They will be published and/or answered as space and time permits.

This is your journal. use it as you have in the past.

Before closing, I would like to offer my congratulations to Dr. Fred Stulberg on being made a Fellow of the R.P.S.C. He has earned the honour. I also wish him well in his new position as Curator of the Philatelic Collection of the Roayal Ontario Museum. And I thank him for remaining on as Assistant Editor. I'll try not to work him too hard.

PMM.

THE S.S. ROYAL WILLIAM

In this issue you will find the story of the Royal William as prepared by the National Postal Museum. To complement this story of the ship itself, in the May, 1975 issue of B.N.A. Topics you will find the story behind the stamp which was issued on 17 August 1933 to commemorate the ship. Together, the two articles tell the whole story.

AUTOMOTIVE STUDY UNIT

If you collect philatelic material relating to automobiles the recently formed Automotive Study Unit of the A.T.A. might be of interest. Although the unit is a study unit of the A.T.A.,membership in that association is not mandatory. You can obtain information on this unit from Mark Sommer, 794 Arbor Road, Paramus, NJ, 07652, U.S.A.

COMPLIMENTS OF

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AIR CANADA ROUTES INAUGURATED

Air Canada inaugurated two new Canadian routes and a limited number of covers with appropriate cachets were flown on each route. On 27 April, 1975 a new direct route was commenced between Ottawa and Thunder Bay via Sudbury (Flight 245) and in the opposite direction (Flight 296). The second new direct route between Toronto and Charlottetown, P.E.I., via Ottawa (Flight 654) and the return flight (Flight 655) was flown on 28 April, 1975. Data and a copy of news releases concerning these flights are available from R. K. Malott, 16 Harwick Crescent, Ottawa, Ontario, K2H 6R1.

U.N. FREE CANCELLATIONS

Twenty complete sets of the 16 cancellations of the special United Nations free cancellations used in the Middle East by the UNEF 2 Force from 26 June to 5 or 6 July 1975 (?) have been located. They have the applicable cachet and the steel cancellation of CFPO 5002. A few extra No.'s 1, 2 and 6 of these scarce cancellations have also been located. Anyone wishing the full story of these items may contact R. K. Malott at the above address.

FELLOWSHIPS IN THE R.P.S.C.

Two new Fellows were made at the meeting of the Fellows of the Royal Philatelic Society of Canada held at the Quebec Hilton Hotel, Quebec, on Friday, 30th May, 1975. The new Fellows are:

Mr. Guy des Rivieres, Quebec,
and
Dr. Fred G. Stulberg, Toronto.

R.P.S.C. TIES

The Royal Philatelic Society of Canada ties are available at the R.P.S.C. Headquarters, P.O. Box 4195 Station "E", Ottawa, Canada K1S 5B2.
Price is $6.50 each
and includes mailing.

Harry Martin, why do you Travel as far as Timbuktu?

I was favorably impressed with the City of Toronto. The pace is slow, but not too slow. The city is clean and the subway system both clean and efficient. The people were friendly and I am delighted to report that almost all MY philatelic friends went to great lengths to show me around and take me to dinner. Please allow me to reciprocate when you visit New York.

What amazed me was all the stamp properties I was able to purchase in Toronto. It surely makes me wonder why my old pal, Harry Martin, Jr. runs around to several continents when there is so much available in the fair City of Toronto. I do not think it is proper to detail the cost of lots. "One-upmanship" is not a sport.

I did acquire some exquisite single items of Canada - a large lot of covers - a wholesale lot of Newfoundland - and even some beautiful U.S.

I probably buy more Canadian material than any dealer in the U.S. I am seriously interested in almost anything in the field of Canadian or U.S. stamps except packet material. Glad to hear from you.

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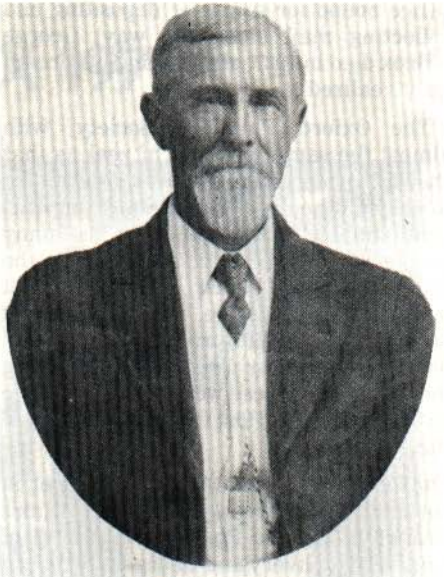
THE 26th ANNUAL EXHIBITION OF THE OXFORD PHILATELIC SOCIETY

The Annual Exhibition of the Oxford Philatelic Society was held at Woodstock, Ontario on April 19, 1975. Although this chapter of the R.P.S.C. is relatively small, the enthusiasm and work of its members linked their exhibition with a major historical, postal and philatelic happening. It was used to commemorate the accomplishments of George Wilcox.

Although few people know of George Wilcox, many have benefited because of him. He was born on December 17, 1846 and lived the first part of his life on a farm in the Norwich District of Upper Canada.

At twenty-one years of age he married into the Harris family, well known residents of Oxford County. He, in 1900, decided to try his hand at farming in Michigan and set out to clear land for a farm. His son eventually took over the farm and he returned to the Oxford County home in 1905.



George Wilcox

While in Michigan he experienced the pleasures and advantages of free rural mail delivery and set out to have the Post Office of Canada instigate such a service. The politicians were cool but the press took up his crusade. So intense was his support by newspapers throughout the country that political apathy disappeared and on October 10, 1908 the first post office rural route started. A horse drawn rural mail delivery wagon left the Hamilton Post

—Philatelic Photographics, Toronto

Early Rural Route Cover

Office bound for Ancaster depositing and collecting mail along the way. George Wilcox died in 1937, after seeing his dream fully realized.

The Oxford Philatelic Society, with almost the same intensity of zeal as that shown by George Wilcox, was determined to bring the accomplishment of this gentleman to the attention of as many people as possible and, as a result, the Public Affairs Branch of Canada Post published an 80 page, soft cover book entitled "History of Rural Mail in Canada" based on a work by George Wilcox having the same title. These were made available at the Woodstock Post Office on the day of the exhibition.

That evening, at the Awards Banquet, a colour film prepared by the Public Affairs Branch of Canada Post on the subject of rural mail delivery and George Wilcox had its initial public showing. Several descendants of Mr. Wilcox were present at that showing.

F.G.S.

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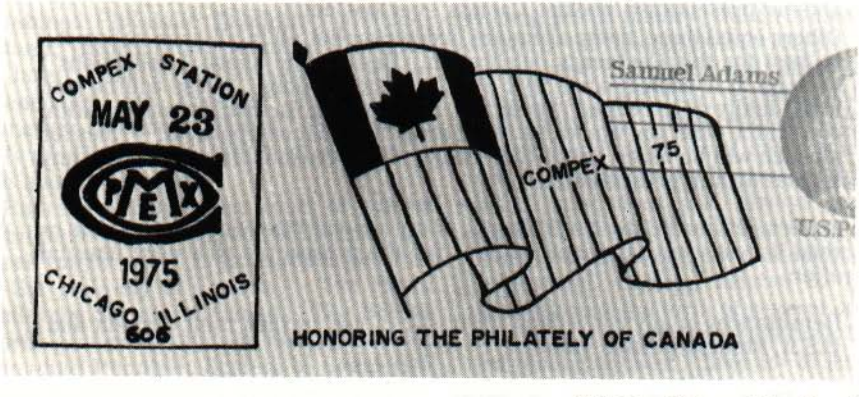
Dr. and Mrs. James Matejka, Founding Members of Compex, view Canada Post Office Display



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1. **READY SOON**
THE CANADA CATALOGUE 1953-1974

This covers very effectively the Elizabethan period and includes the fascinating Centenary issues, pioneer Winnipeg tagged, the booklets, errors and varieties including errors hitherto unknown to the philatelic public, etc., etc. All presented in an easy to follow manner. Took 7 years to put this catalogue together and the information is invaluable. It does make a difference whether a 6c. stamp issued 7 years ago is worth 6c. or $500.00 or something else $2.00 or $1,500.00. Plenty of surprises as postage section alone takes in about 500 varieties not counting the Winnipeg Tagged (128 more) or the officials, errors, postage dues, etc. All fully illustrated.

Price of the catalogue $10.00. Order promptly as printing is limited and if reprints are necessary, they will cost more.

* * * *

2. **THE CENTENARY OF THE U.P.U.**
THE PRESENTATION BOOKLETS

To celebrate the 100 years of the U.P.U. most of the member nations put out special presentation booklets which were given to each of the delegates. Ordinarily such booklets are never sold to the public but their existence is well known and various stamp dealers do their best to buy whatever they can from the delegates once a Congress is over. The Centenary Congress was held naturally in Lausane, Switzerland, and one of the foremost European dealers did an excellent job of buying up all possible. Of some he got as many as 20 booklets, of others only 3. Next he sold the entire lot to me and this has arrived from Paris France. via Air Canada in 26 packing cases weighing over half a ton.

So I have available 3 collections with over 100 different Presentation booklets in each lot. Price is $3,000.00 each collection. It would be an invaluable lot to any collector wanting to fill in issues of the past 5 years. There are thousands of mint stamps. My price is based on the face value of the stamps in each booklet but there is also the intrinsic value of the special presentation booklets to consider. Here are 3 examples: China, which I valued at only $2.00 in the collection - I don't see where anyone would ever sell this slim red silk clad beauty of a folder for under $30.00, provided one had one for sale! U.S.A. - I valued it at $3.50 but wait till you see this extraordinary presentation. What is it worth? Start at $100.00 perhaps. Canada lot I valued at $55.00 and again we have something worth at least $200.00. It is quite the handsomest and artistic presentation booklet Canada ever put out.

Others equal these, some are more pedestrian but all in all each nation did its best for this Centenary celebration. Besides the above 3 collections I have up to 17 each of some 90 U.P.U. member nations. These will be sold individually or in related groups, i.e. Scandinavia, British Commonwealth, etc. Name what you would like to see and I'll send it on approval. Prices for all such will be based on the face value, plus a reasonable markup for any special artstic presentation.

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Jim Kraemer, Manager of Canada's National Postal Museum was Guest Speaker at Compex '75

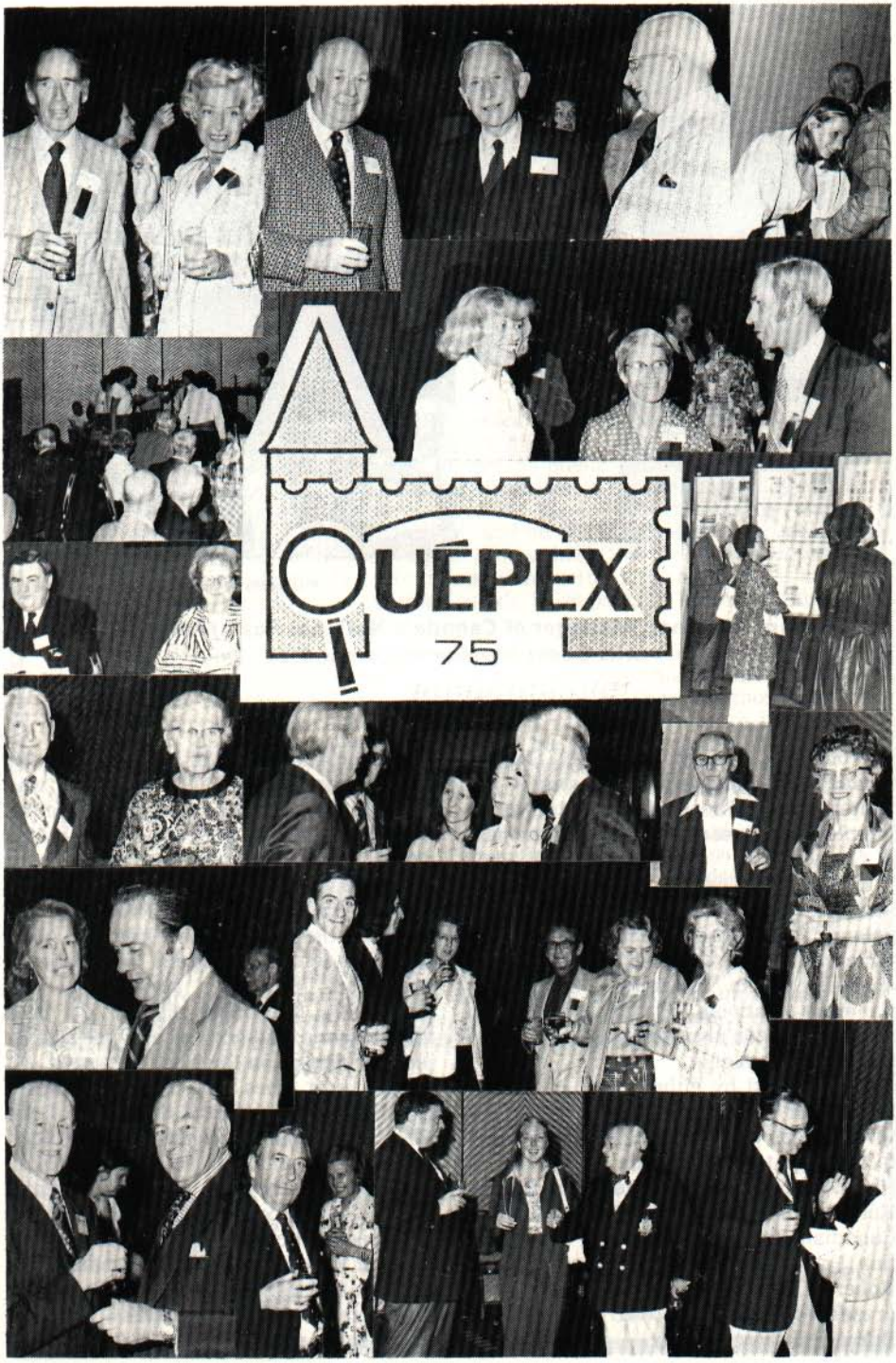
From May 23 to May 25, 1975, Canada invaded and captured a small part of the United States. The La Salle Hotel, to all intents and purposes, thereby became part of Canada.

It was this year that COMPEX, The combined Philatelic Exhibition of Chicagoland, Incorporated, featured Canadian philately. The exhibition was officially opened by Jim Kraemer, Manager of Canada's National Postal Museum in Ottawa. He was also the guest speaker at the awards banquet.

Represented by either court of honour exhibits or emissaries (or both) were the three major world organizations devoted to the philately of Canada — The Royal Philatelic Society of Canada, The British North America Philatelic Society and the Canadian Philatelic Society of Great Britain. Dr. Fred Stulberg of Toronto and Dr. Robert Carr of Youngston, Ohio were present on behalf of the R.P.S.C. and B.N.A.P.S. respectively.

The most impressive, and certainly the best ambassador of B.N.A. philately was the 300 frame Court of Honour. Collectors from both Canada and the United States displayed all phases of the subject from the classics to the modern issues, including postal history, the Provinces, the airmails, the Special Deliveries, etc. All of those present, who attend international exhibitions frequently, agreed that this was likely the finest display (in both material and balance) of any yet assembled for display in the North America. Although cost does not always indicate excellence, estimates of the value of the Court of Honour exceeded $2,000,000.00.

Collateral material related to B.N.A. philately took the form of several original articles in the exhibition handbook ($1.50) and special cachest (three for $1.50) featuring a special COMPEX Canadian flag cancellation. Limited supplies of each are available from COMPEX,1975, 216 La Salle Hotel, Chicago, IL, 60602, U.S.A.


QUÉPEX
75

The 47th Annual Convention Of The Royal Philatelic Society Of Canada

A SPECIAL FEATURE

The word "hospitalite" assumed an entirely different dimension as the la Société Philatélique de Québec hosted the 47th Annual Convention of the Royal Philatelic Society of Canada at Quebec from May 29-31. The warmth of the members of the host chapter; the well planned and run functions; the superb facilities, all complimented by the charm of one of Canada's finest cities, produced a truly memorable convention.

Official opening came when His Excellency, the Lieutenant Governor of Quebec cut the ribbon into the spacious exhibition hall containing almost 250 frames each holding 16 pages, and a dealers' bourse of 16 tables. While those interested in stamps viewed the exhibits or acquired additions for their collections from the dealers, the ladies were taken on a guided tour of the National Assembly buildings with lunch at the parliamentary restaurant. That afternoon saw the first of three seminars with a presentation by Dr. Fred Stulberg entitled "What's New in Old Canada" and based on the series of articles in the Canadian Philatelist. That evening, the registrants were taken to the charming old City Hall for a reception sponsored by the city.

The next day (Friday) was ideal. The brilliant sun and warm temperatures were perfect for the walking and bus tours of the city. The second seminar of the convention took place with Ed. Richardson bringing those assembled up to date on new information received following the publication of his "Handbook of Canadian Flag Cancellations" last year. Later, Mr. Harry Sutherland, President of the R.P.S.C., officially hosted the President's reception.

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—Philatelic Photographics, Toronto

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The final day of the convention, opened with the annual meeting, at which reports by the various officers were presented. They seemed to indicate that the Society is functioning well with relatively few problems. The directors were elected and there was no change from the previous year. The final seminar took place after lunch with the Hon. George C. Marler speaking on the Edward VII Issue which, incidentally, the National Postal Museum is preparing for publication in book form to be released shortly. A guided tour of the Place Royale was also available to those wishing to attend. The convention closed later that day with the Awards Banquet featuring both food and entertainment having the Quebecois flair. It was here that two new Fellows of the Society were presented, Guy des Rivieres and Dr. F. Stulberg.

Although many aspects of this convention are worthy of detailed comment, space limitations allow only the exhibition to be reported in depth. It was generally agreed that this was the finest display of philatelic material ever to be shown at an R.P.S.C. convention. At least one half of the exhibits were of international calibre and the large number of silver and gold medals awarded reflected the degree of excellence. Court of Honour included pages from G. E. Welburn's superb collection of British Columbia; R. H. Pratt's collection of Canada and Newfoundland Postal History and Fred Stulberg's study of the Early Legislative Markings of Canada. Judges were Bernard Harmer, New York; William Maresch, Toronto; Robert Pratt, Milwaukee; John Silverts, Wilmington and Fred Stulberg, Toronto (chairman).

Québec '75

Exhibition Awards

GOLD MEDALS: C. de Volpi (Research Award); S. C. Nickle (Reserve Grand Award); H. W. Lussey; A. W. Leggett (Grand Award); G. des Riviers; J. K. Horner (Best non B.N.A. exhibit).

SILVER AND FELICITATIONS OF THE JURY: "S. C. L. Queen" (Philatelic Specialists Society of Canada Medal); A. L. Steinhart; H. W. Harrison; J. F. Ayre; J. C. M. Cryer.

SILVER MEDALS: Mrs. S. C. Nickle; E. Richardson; Dr. R. A. Chaplin; R. K. Malott; M. Madesker; W. O. Buchanan; G. Perry; Mrs. C. D. Cryer; Dr. M. Kamienski; A. Hinrichs.

BRONZE MEDALS: "Penny Wise"; D. A. Crawford; R. J. Skrepnek; M. Beaupre (Best exhibit by a member of la Société Philatélique de Québec); G. Lemieux; W. C. Rocket; N. A. Pelletier; R. M. Doull; E. L. Covert; L. J. LaFrance; E. M. Labiuk; H. G. Gosney; M. Croy; Mrs. Y. Blanchard; "Gordon"; M. Madesker; A. O. Greblis; J. P. Bartczak; M. Millar; J. Winstanley; R. Mirabelli; G. F. Tully; G. Filion.

As the result of recommendations by the Jury, it was decided to introduce the intermediate awards of "bronze-silver" and "silver-gilt" (vermeil) at all future exhibitions of the R.P.S.C. that adhere to national standards.

Although conventions like this can succeed only if the majority of the members of the host chapter work together, special

commendation must go to Guy des Rivieres who was convention chairman, G. Filion (exhibition chairman), Mrs. L. Caron (special arrangements), Marc Beaupre, George April and all the others who made this the convention the one by which all future ones will be judged.

Those present now realize that HOSPITALITÉ QUEBEC is alive and well and living in the hearts of the members of la Société Philatélique de Québec.

F. G. S.

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The S.S. "Royal William"
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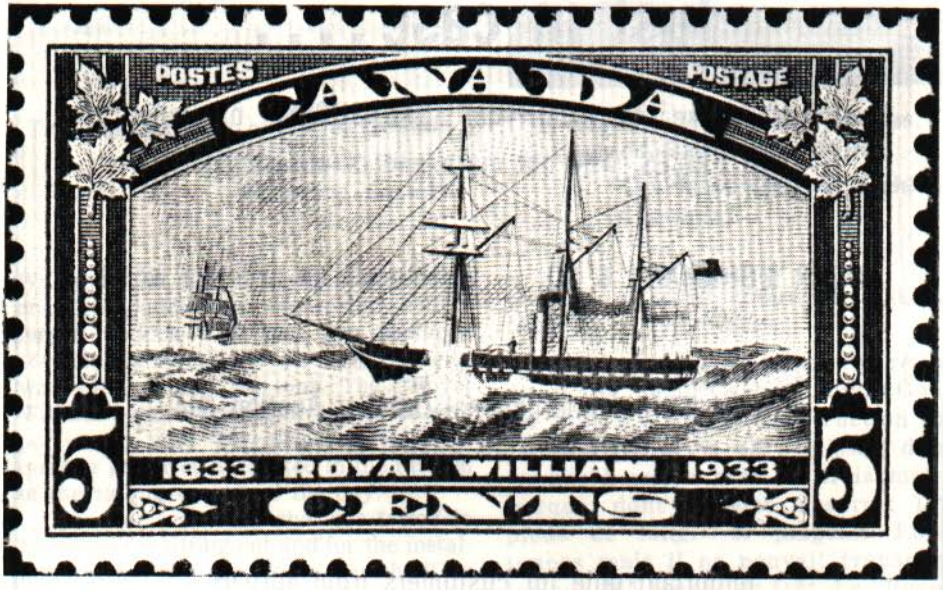
A SPECIAL FEATURE



by Information Services, National Postal Museum, Canada Post, Ottawa

On the 27 April 1831, to the acclaim of a vast throng at Quebec for whom the occasion had been declared a holiday, the steamship "Royal William" slid into the chilly waters of the St. Lawrence River. It was fitting that her keel should first touch water in an area so closely connected with Canadian history, for her entire career was historic. She was the first seagoing steamship built in Canada, and she was built at the instigation of the government of Lower Canada specifically to foster trade between there and the Lower Provinces of British North America. In this regard the ship has been acclaimed as the first in a series of links that eventually resulted in the Canadian confederation.

A twenty-year old apprentice foreman, Canadian-born James Goudie, superintended the construction of the "Royal

Le 27 avril 1831, une foule immense s'est massée à Québec pour acclamer le lancement du "Royal William". La journée a été décrétée jour férié et chacun est là pour voir le vapeur glisser doucement dans les eaux froides du Saint-Laurent. Il était de bon ton de le mettre à l'eau en un leu d'une telle importance historique puisque toute son existence est entrée dans l'Histoire. Il s'agit du premier navire à vapeur de haute mer construit au Canada, à l'instigation du gouvernement du Bas-Canada, dans le but bien précis de favoriser le commerce avec les Basses Provinces de l'Amérique du Nord britannique. On le considère comme le premier maillon d'une

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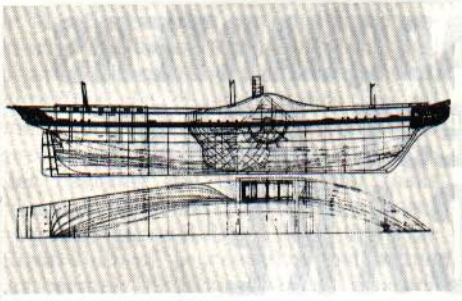
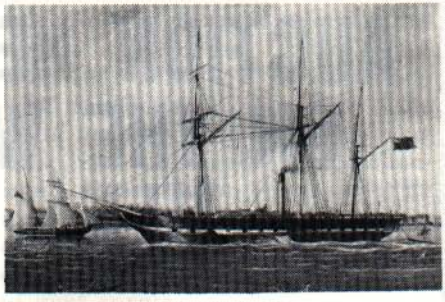


The Working Plan of James Gouldie
(Courtesy, Chicago Historical Society)



The Royal William on the Thames, England. Painting by Skillet.
(Courtesy, National Archives of Canada)

William". She was a three-masted, schooner-rigged paddlewheel steamship, with a length on deck of 169 feet. She displaced 1645 tons, although her carrying capacity was small - only 365 tons. The "Royal William" was a handsome ship, well-proportioned, with her prow, stern, and quarter galleries decorated in the fashion of the sailing vessels of the day.

Upon her launching she was towed to Montreal for fitting-out and for the installation of her engines. These were built by John Lowe, at the Bennett and Henderson engine works and were almost entirely of Canadian manufacture. When she steamed out of Montreal harbour in August 1831, ready to commence her service to Nova Scotia, her owners must have been confident that their outlay of 16000 pounds would be recouped and that their proud ship would fulfill the terms of the Government's Act of Subsidy and earn for them the full amount of the 6000 pounds, spread over three years, it offered.

Between late August 1831 and the coming of the ice that winter the "Royal William" completed three round trips to Halifax, carrying a mixture of passengers and freight. She proved to be a good sea boat, and when she was laid up that winter in Quebec there was no hint of the troubles that were to come.

The following year, 1832, witnessed a cholera epidemic in North America of such proportions that the "Royal William" was barred from plying between Canada and

chaîne qui allait aboutir à la Confédération canadienne.

C'est un apprenti contremaître de vingt ans, né au Canada. James Goudie, qui a dirigé la construction du "Royal William". Il s'agissait d'un vapeur à aubes gréé en trois mâts, barque, dont le pont mesurait 169 pieds de long. Il jaugeait 1,645 tonnes mais il ne pouvait transporter que 365 tonnes de frêt. Le "Royal William" était un bâtiment élégant et bien proportionné. La proue, la poupe et les galeries arrières étaient décorées à la mode des voiliers de l'époque. Après son lancement on le remorque à Montréal pour l'armer et pour installer les moteurs. Ces derniers ont été construits par John Lowe à l'usine de moteurs **Bennett and Henderson** et étaient de fabrication presque entrièrement canadienne. Un beau jour d'août 1831 il quitte le port de Montréal. prêt à entrer en service sur la ligne de la Nouvelle-Écosse. Les propriétaires font confiance à ce bateau dans lequel ils ont investi 16,000 livres. Ils sont persuadés qu'ils vont rentrer dans leurs fonds et que le fier vaisseau va remplir les conditions de la Loi du gouvernement sur les subventions qu'il va leur rapporter, sur

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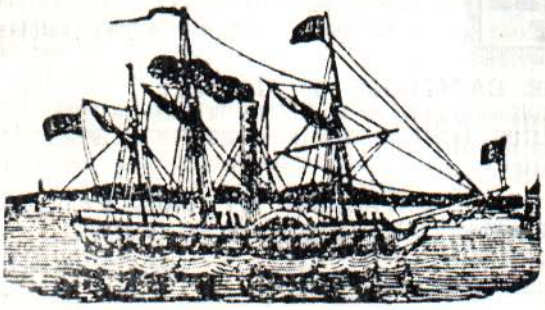
the Maritimes. After one much-interrupted trip, which took 53 days, she was laid up at Quebec in her winter quarters. Thereafter she changed hands several times and became a total financial loss to her original owners. Finally, in June 1833, after carrying out some menial tasks around Montreal and Quebec, she was sent down the river to Halifax. From there the "Royal William" proceeded to Boston, and thus became thr first sea-going steamer flying the British ensign to dock at an American seaport. She left Boston on the 26 June, and for the first time that it can be proven, she carried mail: there is a cover in the Public Archives of Nova Scotia that travelled in her to Halifax.

une période de trois ans, le montant total de 6,000 livres. Entre la fin d'août 1831 et le début de ua période de gel le "Royal William" fait trois fois la navette jusqu'à Halifax pour transporter passagers et merchandises. Il se révèle bon bateau de haute mer. Après son retour à Québec, on le désarme pour l'hiver et personne ne se doute des difficultés qui vont surgir.

L'année suivante, c'est-à-dire en 1832, toute l'Amérique du Nord est décimée par une épidémie de choléra. Cette dernière prend des proportions telles qu'on interdit au

PASSAGE TO LONDON, TOUCHING AT PICTOU.



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Newspaper Advertisement (Quebec Gazette) announcing the departure for London

By the time the "Royal William" arrived in Quebec on 14 July the decision had been taken to send her to London for disposal. The advertisement for her departure appeared in the **Quebec Gazette** on 17 July, and she sailed on her epic voyage on the 5 August, under the command of Captain John McDougall. The "Royal William" called at Pictou, Nova Scotia, to replenish her bunkers with the superior coal mined there, and on 18 August 1833 sailed for Europe, never again to see North America.

Although she encountered extremely

"Royal William" d'assurer le service entre le Canada et les Maritimes. Il effectue un voyage de 53 jours qui est bouleversé par de nombreuses interruptions puis il est désarmé pour l'hiver, à Québec. Il change alors de mains à plusieurs reprises et se révèle être un échec financier total pour ses premiers propriétaires. Enfin, en juin 1833, après avoir exécuté différentes tâches de moindre importance, à Montréal et à Québec, descend le fleuve pour Halifax. Le

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rough weather on her crossing, and although she used her sails on occasion, she made the entire crossing with steam up. When her boilers had to be purged of salt she hove to. On the 12 September 1833 the "Royal William" steamed triumphantly up the Thames River in England, having become the first ship to have steamed the entire way across the North Atlantic.

The "Royal William" was sold in London for £10,000 ten days after her arrival and chartered to the Portuguese Government. It refused an offer to buy the ship, however, and after sveral trips she was laid up once more, this time until July 1834. Then, still under Captain McDougall, she recommenced running to Portugal. On the 10 September the Spanish Government acquired her, changed her name to "Isabella II" ("Isabella Segunda"), and employed her on the north coast of Spain fighting the Carlist forces. Late in 1834 the ship returned to London for refitting as a warship, going back to the north of Spain on completion. There she acted in support of the British Legion that fought the Carlist forces until late 1837.

At the end of this time McDougall took the "Isabella II" back to London, where she was impounded awaiting the settlement of claims against the Spanish Government levied by her crew. These were settled by the end of that year, and Captain McDougall was discharged on 31 December 1837.

Her career thereafter was short. In 1840 a hull survey revealed that she was fatally decayed, so her engines were removed and placed in another steamer. It also went by the name "Isabella II", and served in the Spanish service (after a name change about 1850 to "Saint Isabella") until wrecked on the African coast in January 1860. Only then did the career of this famous vessel come to an end.

In 1894 a special plaque was mounted in the Canadian Parliament commemorating her record-setting transatlantic voyage. In 1933, after considerable prodding from the Canadian Philatelic Society, the Navy League of Canada, and other interested organisations, Canada issued a

"Royal William" fait route vers Boston et devient le premier vapeur de haute mer battant pavillon britannique mouiller dans un port de mer américain. Le 26 juin il quitte Boston avec à son bord du courrier, et en particulier une enveloppe à destination de Halifax. Cette dernière se trouve aux Archives publiques de la Nouvelle-Écosse. Il s'agit du premier document prouvant que le navire transportait du courrier.

Lorsque le "Royal William" arrive à Québec le 14 juiliet, on a pris la décision de l'envoyer à Londres pour le vendre. Le 17 juillet la Gazette de Québec annonce son départ et c'est le 5 août qu'il lève l'ancre pour son voyage historique, sous le commandement de capitaine John McDougall. Le "Royal William" fait escale à Pictou, en Novelle-Écosse pour remplir ses soutes avec le charbon de qualité supérieure de la région. Enfin, le 18 août, il fait vers l'Europe et quitte définitivement l'Amérique du Nord.

La mer est extrêmement mauvaise et il faut hisser les voiles à quelques reprises, mais la traversée se fait entièrement à la vapeur. Quand il faut retirer le sel des chaudières, on met en panne. Le 12 septembre 1833 arrive en Angleterre et remonte triomphalement la Tamise à la vapeur. Il devient ainsi le premier navire à jamais avoir traversé l'Atlantique Nord entièrement à la vapeur.

Dix jours après son arrivée, le "Royal William" est vendu à Londres pour 10,000 livres et est loué au gouvernement portugais. Celui-ci refuse pourtant d'acheter le bateau et après plusieurs voyages on le désarme à nouveau, cette fois jusqu'en juillet 1834. Puis, toujours sous le commandement du capitaine McDougall, il recommence à naviguer vers le Portugal. Le 10 septembre,

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stamp in her honour. Interestingly, the initial engravings were made using the wrong model - a likeness of a two-masted ship of the same name, built in 1837, having been supplied in error to the engraver. The mistake, however, was caught in time and the ship that finally appeared on the stamp was the correct one. It was printed, from two plates, by the British American Bank Note Company, 4,854,000 stamps in all being produced. Although there are no collectable varieties in the stamp as printed, imperforate versions of the stamp - normally perforated 11 - exist and command high premiums.

Finally, in 1964, in its series of stamps honouring the Spanish Navy, the Spanish Government issued a stamp commemorating the **barco de vapor** "Isabel II" - a fitting tribute to the ship with both Spanish and Canadian connections.

le gouvernement espagnol en fait l'acquisition et le baptise "Isabella II" ("Isabella Segunda"). Il l'engage le long de la côte nord d'Espagne pour combattre les forces carlistes. Vers la fin de 1834 on le renvoie à Londres pour le réarmer en bateau de guerre. Il retourne ensuite au nord de l'Espagne et jusqu'à la fin de 1837 il appuie la Légion britannique qui lutte contre les forces carlistes.

Le capitaine McDougall ramène ensuite le "Isabella II" à Londres; le navire est saisi jusqu'à ce que soient réglées les réclamations faites par l'équipage contre le gouvernement espagnol. Le règlement survient vers la fin de l'année et le capitaine McDougall est démis de ses fonctions le 31 décembre 1837.

Dès lors, sa carrière va être brève. En 1840, une inspection révèle que la coque est pourrie. On retire alors ses moteurs et on les installe dans un autre bateau. Ce dernier porte également le nom de "Isabelle II", et fait partie de la marine espagnole (on le baptise "Saint Isabella" vers 1850). Il fait finalement naufrage sur la côte africaine en janvier 1860. C'est alors seulement que la carrière de ce célèbre navire prend fin.

En 1894, on installe au Parlement canadien une plaque spéciale pour commémorer le record établi à l'occasion de son voyage transatlantique. En 1933, à la suite de nombreuses démarches entreprises par la Société canadienne de philatélie, la **Navy League of Canada**, et d'autres organisations intéressées, le Canada émet un timbre en son honneur. Les gravures initiales ont été faites à partir d'un faux modèle. Il s'agissait de la reproduction d'un bateau à deux mâts du même nom construit en 1837, que l'on avait fourni par erreur au graveur. Cependant

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"Isabella II", 1831-1840, on a 1964 Spanish Stamp

on s'aperçut de l'erreur à temps et le bateau qui figre sur le timbre est le bon. La **British American Bank Note Company** a imprimé 4,854,000 vignettes à partir de deux planches. On ne trouve aucune variété d'impression digne d'intérêt de ce timbre, mais il existe des versions non dentelées (la dentelure normale est de 11) qui ont une grande valuer.

Finalement, en 1964, le gouvernement espagnol a émis un timbre en l'honneur du **barco de vapor** "Isabel II", dans le cadre de la série consacrée à la marine espagnole. C'est le dernier hommage rendu à ce bateau qui a servi à la fois l'Espagne et la Canada.

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THE SECRETARY

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 omitted

(M) Minor with activity guaranteed by parent or guardian.

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12618	Hunter, George, 1 Benvenuto Place, Toronto, Ontario. M4V 2L1	none shown
12619	Davis, Harold T., 224 Westmorland Rd., St. John East, New Brunswick	Br. America, (includ. B.W.I.), Great Britain.
12620	Denholm, Ralph, 30 Hastings Blvd., Guelph, Ontario N1E 4G4	Canada
12621	Pieper, Ingrid, 149 Welland Ave., St. Catharines, Ontario L2R 2N7	none shown
12622	Dunbar, Mrs. J. M. P., R.R. # 1, Embro, Ontario N0J 1J0	none shown
12623	Zahn, Juergen, 2053 Schwarzenbek, Verbruderungsring 27, Germany	Canada, (used killer p.m.) Australia, Thailand.
12624	Anderson, John S., 59 Tiernan Ave., Warwick, R. I., U.S.A. 02886	B.N.A., U.S.A., Britain, General
12625	Low, David, 40 Gerrard St., E., Apt. 3205 Toronto, Ontario M5B 2E8	U.N., U.S.A., Canada, F.D.C.'s
12626	Savage, W. A., 345 Sugar Maple Lane, Richmond Hill, Ontario L4C 4C3	Canada Mint, F.D.C.'s, Blocks and Panes.
12627	Tucker, John C., 9 Kildare Ave., Amherstview, Ontario	
12628	Szylkonis, Jr., Joseph P., 28 Pond Street, Medway, Mass. U.S.A. 02053	Canada, United States, UN.
12629	Secker, Canon H. C., 1260 Princess St. # 93, Kingston, Ontario K7M 3C9	Canadian, Australian, N.Z., English.

	New Members	Interests
12630	Robertson, Kevin E., P.O. Box 9825, Birmingham, Alabama. U.S.A. 35215	Canada, (Singles, FDC, Provinces), Postal History of Pitcairn, Niue, Gilbert & Ellis Is., G.B. (singles, FDC), Tokelau Is.
12631	Kacenia, N. G., P.O. Box 210, Bushell Park, Saskatchewan	Canada, III Reich
12632	Kieley, R. A., 17 MacPherson Ave., St. John's , Newfoundland A1B 2B8	Canada, U.S.A., U.N., World.
12633	Dr. G. H. Polman, M & I Division, Canadian High Commission, 38 Grosvenor Street, London, England. W1X 0AA	British Commonwealth, U.S.A.
12634	Mcmanus, Michael M., 77 Stayner Ave., Westmount, Quebec, H3Z 1W3	Canadian Blocks, Singles
12635	Orr, Norman L., 14 Whitehaven Road, Auckland. 5, New Zealand	Canada
12636	McCutcheon, Sharon A., R D 2, Gettysburg, PA., U.S.A. 17325	
12637	Mr. Andre Dompierre, 2055 Elmhurst, Apt. # 105, Montreal, Quebec.	Canada, Newfoundland

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Rosenblatt, Philip, 2221 Apple Valley Road, Apt. B, Columbia, S. C., U.S.A. 29210

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Smith, Philip L., P.O. Box 1619, New Liskeard, Ontario. P0J 1P0
Spande, Thomas K., c/ o Trinity Lutheran Church, Willcox, Arizona, U.S.A. 85643
Spencer, K. R., 3659 - 109 Street, Edmonton, Alberta, T6J 1C2
Turnell, Dr. R. W., Apt. # 3, 537 Blvd. Jacques Cartier Est., Longueuil, Que. J4L 4A5
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Address of records published: Information to new address will be appreciated.
Paul L. Adilman, P.O. Box 1660, Wetaskiwin, Alberta.
Dr. E. C. Banno, 1590 West, 11th Ave., Vancouver, B.C.
Roger Bertrand, 9565 Lavison, # 103, Chome de laval, P.Q.
Mrs. T. G. Britten, 706 Prince Street, Truro, Nova Scotia.
Erika E. David, 36 Hutton Place, S. W., Calgary, Alberta
David P. Gashgarian, Box 2533, Medley, Alberta
Charles H. Kuist, 1 Linden Lane, Mendham, N. J., U.S.A. 07945
L. T. McClellan, 268 High Street, E., Moose Jaw, Sask., S6H 0C5
J. J. McLoughlin, 6 Tagish Road, Whitehorse, Yukon Territory.
S. J. Nicholls, 225 Treelawn Ave., Oakville, Ontario L6J 4R3
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WANDERS of the WORLD

R. E. FLORIDA

A REGULAR FEATURE

In the last **Canadian Philatelist** I suggested that the set of semi-postals issued in Nazi occupied Albania (Scott B 17-23) for the relief of war victims was perhaps the most hypocritical stamp issue of all time. The reason for this was that the Nazis were the cause of most of the victimization in Albania.

However, now I think there is a better candidate for the grand prix of hypocrisy. San Marino prepared a set to be issued in 1943 to celebrate the twentieth anniversary of the establishment of fascism in the Italian peninsula. Before the great date came around, the Mussolini regime had capitulated.

—Philatelic Photographics, Toronto

Fig. 1

Not wishing to waste the stamps (after all, they are San Marino's major cash crop), they had them overprinted to commemorate the overthrow of fascism (figure 1). What could top this?

MACABRE STAMPS — PART 5

One more macabre stamp has come to my attention. At the end of World War II in Greece, there was a lengthy civil war which the communists finally lost. As they retreated into neighboring communist countries, they kidnapped a number of small children to take into exile with them.

In 1949 Greece issued a set of three (Scott 517-519) to call attention to this tragedy. The high value (figure 2) is truly macabre. It shows a mother trying to protect her child from a huge grasping hand coming out of the dark, misty background. I wonder what ever happened to all those children.

* * * *

You have probably noted in the philatelic press that the Turkish Federated State of Cyprus has begun to issue stamps. Richard Chislett, proprietor of the Golden Horn of Solana Beach, California, publishes a very interesting newsletter about Turkish stamps, and postal history. In the latest issue, dated 16 April 1975, he expressed some very strong reservations about the issues of the Federated State.

Mr. Chislett bases his views on information received from his extensive Istanbul contacts. Although the stamps are definitely seeing postal duty, more than 4,000,000 have been issued since October, 1974, for a population of 140,000 Turkish Cypriots, many of whom are illiterate. There have already been two commemorative overprints.

The low value of one set was limited to 5,000 stamps, which seem to be available

—Philatelic Photographics, Toronto

Fig. 2

only from one Istanbul dealer. A new commemorative has a printing of 800,000 while the usual Turkish commemorative has a printing order of about 400,000, and the population of Turkey is 200 times the population of Turkish Cyprus.

All this has the same odour of the manipulated issues of the Arabian sandpits of a few years ago. I believe I shall refrain from getting in on the ground floor on the issues of the Turkish Federated State of Cyprus.

Next year "Wanders of the World" will approach literal truth. I will be based at Oxford University and hope to be able to take a few side trips to the continent. No doubt there will be something of philatelic interest to report from the postal museums and other attractions in Europe. Who knows, I may even get to Albania!

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CHAPTER MEETINGS

Vancouver Island Philatelic Society
Meets monthly on the second Thursday, Room 112, Provincial Museum, at 8 p.m. Sect'y: Chas. W. Marshall, 2612 Victor St. V8R 4E2. Visitors always welcome.

Nova Scotia Stamp Club
Halifax, Nova Scotia. Est. 1922. First Affiliate of the R.P.S.C. (1934). Meets 2nd Tuesday of the Month, Nova Scotia Museum. Corr. Sec'y: Mr. George Penchard, 3749 Kencrest Ave., Apt. 8, Halifax, N.S. Visitors Welcome.

Canadian Association of Israel Philately (CAFIP)
Meetings every 3rd Monday of the month (except July & August) at 8:00 p.m. Juniors at 7:00 p.m. Place: Coleman's Delicatessen, 2085 Bathurst St. near Lawrence Avenue, Toronto. Visitors Welcome. Information: Sarah Chernick 425-1346.

Edmonton Stamp Club
Touring Stampers Welcome. Meetings on alternate Mondays in the basement of McDougall United Church. Pres. - Keith R. Spencer, Phone 455-0894. Membership - Ruth Bishop, Phone 469-7231. Address all mail c/o the Club, P.O. Box 399, Edmonton, Alberta T5J 2J6.

Kitchener Waterloo Philatelic Society
(Chapter 13 of the R.P.S.C.). Meets at 7:30 p.m. on the 2nd Thursday of each month (except during June, July and August) in the Library of St. Andrews Presbyterian Church (Queen Street Entrance). Visitors Welcome. Pres. Gil King, Tel. 648-2716. Notre Dame St., Maryhill, Ont. N0B 2B0.

Lakehead Stamp Club
R.P.S.C. Chapter No. 33. Meets second Wednesday and last Friday of each month in Confederation College, 8 p.m. Visitors always welcome. Jan Van Geem, Secretary-Treasurer, 230 Peter Street, Thunder Bay "P", Ontario P7A 5H9.

La societe philatelique de Quebec
(Chapter No. 40). Meets in The Quebec Hilton, Beaumont-Belair Hall, Quebec. First & Third Wednesdays of the month at 8:30 p.m. Postal Address: P.O. Box 2222, Postal Terminal, Quebec 2, Que.

North Toronto Stamp Club
Chapter 5 of the Royal. Meetings at 7:30 p.m. on Second and Fourth Thursdays (except in July and August) at Dewi Sant Welsh United Church, 33 Melrose Avenue. Visitors Welcome.

East Toronto Stamp Club
Cedarvale Park Building, Cedarvale Ave., First East of Woodbine, at Cosburn, North of Arena. 1st & 3rd Wednesdays. Sec'y: Raymond Reakes, 188 Woodmount Ave., Toronto 13. Phone: 425-1545. Visitors Always Welcome.

R A Stamp Club - Ottawa
(Chapter 41, RPSC). Meets 7:30 p.m. Every Monday at The R. A. Centre, 2451 Riverside Drive, Ottawa, Ontario. (Except June. July and August). Visitors Welcome - Phone 733-5100.

North York Philatelic Society
Meets on the 1st and 3rd Wednesdays of each month (July & August excepted) at the North York Memorial Community Hall. 5090 Yonge St. Willowdale, Ontario. Sec'y: Mrs. M. Summerfield, Phone 221-0375. Visitors Welcome.

Calgary Philatelic Society
(Chapter No. 66). Regular Meetings: First Tuesday of the month, Calgary Central Library, 616 Macleod Trail, 7:30 p.m. Auction: Third Tuesday of the month, CUPE Hall, 104 - 13th Avenue S.E., 7:30 p.m. Secretary: J. R. Taylor, 5328 Lasalle Cres. S.W., Calgary, Alberta T3E 5Y5. Visitors Always Welcome.

Winnipeg Philatelic Society
Meetings: 1st & 3rd Thursdays 7:30 p.m. Planetarium Bldg. P.O. Box 1425, Winnipeg, Man. R3C 2Z1.

West Toronto Stamp Club
Meets 7:30 p.m. second and fourth Tuesdays, except July and August at St. Pauls Runnymede Church, 404 Willard Ave. near Jane and Annette, Toronto. Visitors welcome.

B. C. Philatelic Society
Meets every Wednesday 8 p.m. (except July) Burns Room of the Stry Bowling Alley, 7th Ave. just west of Main St. Visitors always welcome. Plan to exhibit in our Annual 400 frame show—Vanpex '75 in March. For information write:- P. O. Box 67723, Stn. "O" Vancouver, B. C. V5W 3T1.

Hamilton Philatelic Society
Chapter Fifty-one. 2nd and 4th Mondays Sept. to May inc. Jewish Community Centre, 57 Delaware Ave. Hamilton. Peter Hope, Sec'y, 80 Irene Avenue, Stoney Creek, Ont. L8G 2B2.

Ottawa Philatelic Society
(R.P.S.C. Chapter No. 16). Meets Thursdays at 8:00 p.m., Sept. through May, in the Chateau Laurier. Secy: J. G. Glashan, 76 Queensline Drive, Ottawa K2H 7J5. Visitors Welcome.

CAPEX*78

— Toronto International Stamp and Postal History Exhibition. Secretary — Kenneth Rowe, Apt. 403, 90 Warren Road, Toronto 7.

Some Aspects Of Postal Contribution To Early American Life

A SPECIAL FEATURE

By Graham J. Noble

(Second of Three Parts)

By the time the Constitution came into effect in 1789, the mails were being carried over 2,400 miles of post roads to 75 post offices. The service had once again been put on a self-supporting basis.

Of what significance were these post roads, the cross roads that reached as far west as Pittsburgh? They were an essential ingredient in the survival of many small settlements that in size and function were no different from hundreds of others. The Post Office would carry mail over cleared and improved roads and for a road to be designated as a post road, it had to be constructed or upgraded to a high standard and maintained in excellent repair. This was a difficult and expensive task for a struggling community but it was the price of survival in the communication network.

President Washington, acutely aware of the communities' need for good communication said that "These settlers are on a pivot and the touch of a feather would turn them away. Let us bind these people to us with a chain that can never be broken."1 In his first annual address to Congress in 1790, Washington again referred to the need for "facilitating intercourse between the distant parts of our country by a due attention to the post office and post roads."2

Despite the high hopes of many communities, it soon became apparent that a community's ability to maintain a post road was inexorably tied to its fluctuating economy, rather than the other way around. As postal service became more widely available, the quality and frequency of service was dependant upon the state of the post road the community could afford to maintain.

The operation of the post roads was one of the first co-operative ventures of the American Union. Surpluses from profitable high frequency heavy mail routes in the east were used "to extend mail service over sparsely populated and non-paying mail routes. This concept of sharing did not appeal very much to the wealthier States and would become a source of friction in later years."3

The administration of postal affairs, requiring direction, co-operation and co-ordination, brought Congress to deal with matters of equal concern to all States. With such attention being paid to the operations of the Post Office, it became, for most Americans, the visible face of their government. When groups of citizens had dealings with the government, they nearly always involved postal matters and governmental policies always filtered down to the people by way of the post office.

During this early period, the status of the Post Office Department as an independent body was not assured. When Samuel Osgood, a former member of the Treasury Board, became Postmaster General on 27th September 1789, the Post Office Department was a temporary branch of the Treasury Department and the Postmaster General reported to the President through the Secretary of the Treasury. It was not until 1794 that the Post Office Department was established as a permanent body.

The Post Office Act of 1792 marked a major turning point in American postal history. Prior to that date, rates were calculated in pennyweights and grains of silver, but the Act set up a rate schedule in cents. The rates began at six cents for a single page letter going less than 30 miles

COMING EVENTS

1975

AUGUST 23 — SIXTH ANNUAL EXHIBITION AND BOURSE OF THE COBOURG STAMP CLUB at the Senior Citizens Building (behind Victoria Hall) King Street West, Cobourg, Ontario. Information from Philip Smith, 18 Arthur Street, Port Hope, Ontario, L1A 1Z4.

SEPTEMBER 18 to 20 — B.N.A.P.S. ANNUAL CONVENTION at the Guild of All Arts, Toronto. Chairman: George S. Wegg, 36 Victoria Street, Toronto, Ontario. M5P 1K5.

SEPTEMBER 27 and 28 - FIFTH ANNUAL EXHIBITION OF THE DAVID THOMPSON STAMP CLUB will be held in the National Exhibition Centre, Castlegar, B.C. Prospectus and information from E. C. Spain, P.O. Box 3273, Castlegar, B.C. V1N 3H6.

SEPTEMBER 27 - EXHIBITION AND BOURSE OF THE MUSKOKA PHILATELIC SOCIETY in the Trillium Room, Gravenhurst Opera House, Muskoka Street, Gravenhurst, Ontario.

OCTOBER 18 - GUELPHPEX '75. Annual Exhibition, Bourse & Banquet of the Guelph Stamp Club. St. George's Church Parish Hall, Woolwich St., Guelph. Chairman: J. L. Hunt, 161 Maple St., Guelph, N1G 2G8.

OCTOBER 18 — Postal History Society of Ontario informal meeting at Guelphpex '75.

OCTOBER 4 and 5 - ROYPEX '75. Annual Exhibition of the Royal City Stamp Club in the Olivet Baptist Church Hall, Seventh Street and Queens Avenue, New Westminster, B.C. Information from G. H. Churley, 221-220 Seventh Street, New Westminster, B.C., V3M 3K4.

OCTOBER 18 - KENTPEX '75. Third Annual Exhibition and Bourse of the Kent County Stamp Club will be held at the Wheels Motor Inn, 615 Richmond Street, Chatham, Ontario. For further information please contact Mr. A. Heersma, 73 Jasper Avenue, Chatham, Ontario. N7M 4C1 or Mr. D. Edwards, 646 Wall Street, Wallaceburg, Ontario.

OCTOBER 24 and 25 - ANNUAL EXHIBITION OF THE EAST TORONTO STAMP CLUB at Cedarbrae Plaza, Lawrence Avenue and Markham Road, Scarborough, Ontario. Information from R. Reakes, 188 Woodmount Avenue, Toronto, Ontario, M4C 3Z4.

1976

APRIL 22 to 25 - 13th CONGRESS, AEROPHILATELIC FEDERATION OF THE AMERICAS WILL BE HELD AS PART of STAMPOREE '76 U.S.A., at the Everglades Hotel, Miami, Florida. Prospectus from: Organizing Committee, Stamporee '76 U.S.A. (Prospectus), P.O. Box 45-0055, Miami, FL, 33145, U.S.A.

MAY 28 to JUNE 6 - INTERPHIL '76 — INTERNATIONAL PHILATELIC EXHIBITION to be held in Philadelphia, Pa., U.S.A. Canadian Commissioner is J. N. Sissons, Suite 27, 37 King Street East, Toronto, Ontario. M5C 1E9.

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and went up to 25 cents for one going over 450 miles.

The Act also set up the Post Office as a political vehicle.Congressmenhad seen the possibility that their constituents' wishes could be ignored if the power of designating post roads was left to the discretion of the Postmaster General. Perhaps this democratization can be seen as the major failing of postal operations of the time in that there followed rapid expansion, but no orderly businesslike growth, in response to Congressional pressure because the Postmaster General had little choice but to follow the dictates of Congress.

The establishment of post roads from point A to point B involved little initial expenditure by the post office apart from the postriders' commissions. However, there was the inevitable pressure for "establishing post offices at appropriate places along the roads, appointing Postmasters to command them, and making innumerable contracts with those who would carry mail from post office to post office along the new routes."4

The following statistics illustrate the growth of the Post Office, under the administrations of Timothy Pickering (1792-5) and Joseph Habersham (1795-1801), in the eight years between the passage of the Post Office Act and the turn of the century: 20,817 miles of post road and 903 post offices established. By 1800 post roads extended into the Northwest Territory as far west as Indiana and further westward expansion was the main business of the post office for the next 50 years.

Franking privileges granted to members of Congress and State Legislatures in the 1790's were, as Washington noted, "instrumental in diffusing a knowledge of the laws and proceedings of the government"5. Legislators were thus encouraged to engage in much correspondence and did so, knowing that they would not be footing the bill from their salaries.

Easy access to government business was also extended to newspapers which, until 1792, had been carried by postriders under private arrangements with each publisher. After 1792, newspapers were

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Franking Privilege as used by a Postmaster - 1735

carried through the mails up to 100 miles for only one cent, and for one and a half cents for greater distances. In addition to this, newspaper publishers could send, at no charge, as many copies as they wished to fellow publishers. These free exchange copies were particularly beneficial to western newspapers as they "were to publishers of the interior what the various news services are to the press of today. From the exchanges were clipped the items which filled the columns of the local publications."6

Had these exchanges been subject to postage, it would have imposed a heavy tax on the western papers. This generous allowance "was perhaps the most important single element in the development of the nations press . . . most of these newspapers were kept alive by the frank, cheap postage rates and the free exchange."7 Free franked material from Congressmen was often used as fillers, and one western newspaper published George Washington's will when the weekly mail had not come through on time. The rural papers were further favoured by Congress in 1795 when they were allowed to circulate within the State of publication for one cent. Larger newspapers were charged an additional one half cent on interstate newspapers going more than 100 miles.

It logically followed then that many newspaper publishers were also postmasters "it was not only the commission of the post office (as this was frequently small) that acted as a valuable subsidy for an editor but also — as one Postmaster General explained — the privileges of franking, exemption from military and jury services and the convenience of receiving the earlier intelligence of passing events."8

Even though service had been improved markedly by the turn of the century, the great distances involved still plagued the Department. "When John Adams was President it took forty days to send and receive a letter from Portland, Maine to Savannah, Georgia. Between Philadelphia and Lexington, Kentucky, thirty-two days were required for the same service and from Philadelphia to Nashville, Tennessee, Forty-four."9

It is significant to examine the relationship between the post office and private enterprise. In 1794, Congress authorized the Postmaster General to have

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some mail carried on private stage coach lines on most routes because the mails had become too heavy for the postriders to manage alone. It was also thought that the mails would be better protected, from robbery and adverse weather conditions, in stage coaches. (Stage coaches had first been introduced in the mid 1780's running between Portsmouth, New Hampshire and Savannah, Georgia and New York City to Albany, three times a week in summer and twice a week in winter). A major aim of this authorization was "to encourage stage coaches subsidized by postal money to go where they otherwise would not have gone and thus establish a transportation system throughout the young Republic."10

All mail contracts were let out to tender, the competition assuring a low carriage rate, however, passengers always remained the primary source of income and concern of the stage coach operators. Mail was frequently 'forgotten' when an extra passenger could be accommodated, and theft from the mails by stage and postriders was common and difficult to prevent or to prove. Private operators had the Post Office literally at their mercy and this marked the relationship between the two for the better part of the nineteenth century. One attempt to change this came in 1799 when a government owned stage line was established between Baltimore and Philadelphia and was run profitably for over a decade despite continued harassment from private operators. Congress though supported the private operators and their monopoly continued undisturbed.

(to be concluded)

1. *Gerald Cullinan,* THE UNITED STATES POST OFFICE, *p.*19.
2. *Julian P. Bretz,* FOUR ASPECTS OF POSTAL EXTENSION INTO THE WEST, *p.*144.
3. *Wayne E. Fuller,* THE AMERICAN MAIL, *p.*85.
4. *Ibid., p.*46.
5. *Ibid., p.*110.
6. *Bretz, op.cit., p.*147
7. *Fuller, op.cit., p.*112
8. *Dorothy G. Fowler,* THE CABINET POLITICIAN, *p.*16.
9. *Fuller, op.cit., p.*80
10. *Ibid., p.*150.

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The London Letter

BY ROBSON LOWE

A REGULAR FEATURE

Fig. 1

Coincidences are not so rare in our hobby but hold forth more pleasure than is apparently justified. On one morning in March I opened a small parcel to find the W.A. Fargo correspondence, mainly from Guelph to New Zealand 1884-1891 and including envelopes bearing strips of three, four, five and six 15 cents (Fig. 1), one cover bearing two strips of three and a single, the only 19th century cover from Canada with over a dollar postage that I can recall seeing.

Having gloated over this lot, I opened the next envelope only to find a cover from Nova Scotia in 1862 bearing ten 12½ cents black to pay the postage to Adelaide, South Australia (Fig. 2). It was a registered letter (rate 25c.) enclosing a will (four times the single rate - 25c.).

The rates from Canada to New Zealand merit comment. From Guelph, most of the letters entered the United States via Windsor-Detroit, then went on to San Francisco. The rate to Sydney N.S.W., or to New Zealand was 15 cents from 20th June 1883 (the date of the first letter) up to the 3rd January 1889. By June 1889 the basic rate was apparently reduced to 12 cents. There was one cover endorsed "via England" which was posted on 20th August 1885, the rate being 19 cents.

Next day, John Forrest telephoned to say that he had just picked up a twenty-volume collection of Canada and Newfoundland which would make an attractive day of B.N.A. Two days before Easter, Annabelle arrived with a car load so the holiday was a happy one. There were over 400 Newfoundland proofs including quite a few that Kenneth Minuse and Bob Pratt had not chronicled. By far the most fascinating were the progressive die proofs of the 1923 issue. The reason for their attraction is that the layman can

Fig. 2

Fig. 3

better appreciate the craftsmanship of the engraver working in such detail in a area that is about half an inch square. Some values had the design incomplete, in others the centre was finished first and the colony name and the numerals were only there in outline, the proof at this stage giving the appearance of being bi-coloured.

One extraordinary piece was a sheet of six comprising two impressions each of the 1 cent, 2 cent and 11 cents, the last being inverted in relation to the others (Fig. 3). There were tiny differences between each pair of dies and one wonders why it was made. There was also a set of twenty-three colour trials made from the 5 cents die of which only a dozen had been previously chronicled. Four shades of the 20 cents in green had endorsements that suggest that they were colour trials for Iraqi revenue stamps.

Then we went to Madrid and saw ESPAÑA 75. A wonderful exhibition, too big to digest in its entirety, but the Spanish and Latin-American collections were the finest that we have ever seen. The national hobby of the Spaniard must be the queue. If you wanted to buy a ticket you stood in line for over two hours. The ticket allowed the holder to buy a commemorative sheet so you joined another queue. There was always a happy line of over a hundred waiting to buy tobacco. Unless you lunched at noon you stood for an hour or more to feed. However, the air was one of a fiesta and the masses looked so happy that one shared their pleasure. Over 250,000 visitors, over 50,000 on the first day, over 75,000 on the second.

Back in London for a rest and then we had a B.N.A. evening with Vinnie Greene, Isabel Jephcott, the Campbells, the Pratts and Harry Sutherland. We both exercised our Montenegran. By another coincidence, it was the fiftieth anniversary of my first work at the G.P.O., London. The memories aroused would make another story.

POST-SCRIPTS

A REGULAR FEATURE

BY MAX ROSENTHAL

NAPANEE

In 1785 Robert Clark, a millright, who had just completed a mill on the Cataraqui River, near Kingston, was employed by the government to construct a mill on the Napanee River at what was to become Napanee. The log mill was raised on the east or Fredericksburgh side of the river on March 1786. The Indians called it "Appanee Mills" since 'Appanee' was the word for flour in their language. A few years later Richard Cartwright of Kingston, bought it. In 1792 he erected a stone mill on the west or Richmond Township side of the river. It was rented to Allan MacPherson about 1812 and he opened a store. For many years MacPherson conducted an extensive trade in grain, lumber, and other products.

The Macauley Papers, Ontario Archives, have this letter from Deputy Postmaster-General D. Sutherland to Kingston's postmaster, John Macaulay. It was written on May 9, 1820.

"I enclose your petition from the inhabitants, praying for an Office at Napanee Mills, recommending Allan McPherson Esq. as P.M. - which I submit to you as better acquainted with the locality and whether it can be done without incurring additional expense. To save time (if you approve) I also enclose a commission of the oath of office, which you may deliver, so soon as he shall enter into bonds with two sureties for £200 stg. such as you know to be men of property."

Thus, in 1820, the Napanee Mills post office was established. Unlike some post offices, this was not a place of change for the horses of the mail stage. This was done sometimes at Bowen's 'tavern, near the boundary between Richmond and Tyendinaga Townships - sometimes at Fralick's Tavern near Little Creek.

By 1825 the word 'Mills' had been dropped and the post office was listed simply as Napanee. Many, however, continued to head their letters 'Richmond' after the township on the west side of the river which contained Napanee proper. In fact, a letter exists in the Ontario Archives from Allan Macpherson himself to Thomas Ridout, Surveyor General at York, written on June 29, 1828 and signed on the front "A MacPherson, PM" having the name 'Richmond' as the heading for the letter.

To the Legislature Committee investigating the Post Office Department in 1841, postmaster MacPherson wrote on January 4.

"The date of my first commission as Post Master here is 9th May, 1820 and I have continued in office ever since. For the first year or two my commission was 20 per cent and the proceeds varied from 12s. 6d. per quarter to 15s. per quarter including a small allowance of 10s. per quarter for stationary. The mail runs daily on the main route, and twice a week through Camden East, Loughborough, &c. The allowance for stationery now is 15s. per quarter, a sum not sufficient to pay for sealing wax consumed, consequently I am obliged frequently to make use of old envelopes to cover the mails. My commission as Post master has never yet amounted to £25 per annum, including stationery, and there is no allowance made for office rent, fuel, etc."

A letter from Macpherson to Peter Robinson, Toronto, written on Apr. 1, 1835 shows a small double circle broken by NAPANEE (in red) with a manuscript date. Also was a handstruck FREE (in red). This corrected an earlier hammer showing the post office as NAPANCE. This hammer with the corrected name was used at least until 1842 as attested by a letter (Baldwin Papers, Toronto Reference Library) written by David Roblin, Napanee to Robert Baldwin, head of government at Toronto and postmarked 16th April, 1842. One from Roblin to Baldwin, by then in Montreal, written on March 15, 1846 is

postmarked by a different hammer having a large double circle broken by NAPANEE, U.C. and with the date in type.

In 1841 MacPherson moved to Kingston to become Crown Lands Agent. He was succeeded by Alexander Campbell, owner of Campbell House tavern, and a storekeeper.

In the letter of March 15, 1846 (previously mentioned) Roblin complained to Baldwin:

"I have just received yours on the 14th ultimo bearing the Toronto post mark of the 3rd March and the Napanee post mark of the 12th. How and where it has been so long I do not know."

The reason for the delay was probably the same as was mentioned by Roblin to Baldwin, writing May 21, 1847:

"I should have replied sooner but owing to your having directed it to Richmond instead of Napanee, it went the rounds of several Post Offices from Richmond inthe Bathurst District to By Town, Cornwall, Kingston, etc. and it only came to hand Monday last."

(Next will be Adolphustown and Camden)

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A REGULAR FEATURE

...HANS REICHE

I recently had an opportunity to see something of the operations that go into the printing and assembling of the current postage stamp booklets as supplied by the British American Bank Note Company under its contract with the Canada Post Office. What follows is based upon my observations and data kindly supplied by the printers.

The layout of the 25c. booklet is 2 x 1c orange, 1 x 6c red / 1 x1c orange, 2 x 8c blue stamps. The designs are laid out on the master printing plate, called the cylinder, which is a curved metal plate with a circumference of 864 mm. The circumference is equvalent to 36 stamps, each 24 mm high. The cylinder consists of 144 x 8c, 72 x 6c and 216 x 1c stamp impressions. These are arranged so that each cylinder yields 72 booklet panes, 18 around the circumference and 4 across the width.

Of special interest is the fact that a printing cylinder usually has, near its outer edge, experimental matter which may have nothing whatsoever to do with the actual subjects to be printed. For example, the cylinder for the 1967 25c. booklet panes had a number of 1c, 4c, 5c and 6c entries, some of which were double entries, others were overlapping entries of two different values. The experimental matter is used to establish such things as the transfer roll entry pressure, the surface finish, the inking and wiping features of the entries. Of course, this information is removed when the sheet is trimmed after printing.

Because the booklet panes are printed in three different colours (red, orange and blue) the method of inking the cylinder is of interest. The cylinder is inked by three different rubber inking transfer rolls, each of which is connected to an ink fountain (one for each colour). The rolls transfer the ink onto the cylinder sequentially. The red ink is applied first, then the orange and, finally, the blue ink.

The shape of the transfer rolls is such that they transfer the ink only to the places where it is required and not to the entire cylinder. Once the inking operation is complete, the cylinder is fully inked and then prints all colours simultaneously onto the previously gummed and tagged paper.

Unfortunately this method is not perfect and this fact has been noted by collectors. Many booklet panes have been found with extraneous red or blue lines or splashes of colour, or orange in parts of the design of the 8c blue stamps. These are due to improper wiping, overinking and splashing of the ink, but they are not constant.

In this method of printing, the rubber transfer rolls often break near the edges of the information profile or where sharp edges occur. Once a break occurs, there will be no transfer of ink at that area. The well known missing 1c and the missing bird on the totem pole are exactly the types of problems or errors that may occur because of this type of breakage. Yet another imperfection of this method is that the transfer rolls may get out of synchronization and the inking of one or more of the colours occurs either too late or too early. The famous shifted green in the Christmas candles stamp is a typical result of this problem.

In addition to the experimental matter mentioned above, every tenth row of booklet panes has a number printed on the selvedge for security control. Miscut booklet panes may show this six or seven digit number.

Once the printing is complete and the ink dried, the printing paper or web is rewound. However. before rewinding, the roll is split into two equal widths which are

then wound onto the same spool at the end of the press. Double reels of approximately 14 inches diameter containing about 540,000 stamps, equvalent to 90,000 booklet panes, are produced in this way.

The second part of this story deals with the completion of the actual booklets. After the double reels have been inspected for defects, they are mounted on a special shaft from which they will be unwound as booklets are prepared. This special booklet machine slits the reels so that only one booklet pane width goes into booklet assembly, the other width being rewound for later processing.

A roll of cover stock is placed in the machine and is printed on both sides as it passes through to join up with the reel of booklet panes. The unrolled booklet panes are attached to the cover stock by a gluing strip, the cover is scored to enable it to lie flat when folded, then a cutting device divides the married reels of booklet panes and covers into individual booklets by cutting along the unperforated edges of the panes. Following a folding operation, the booklets are criss-crossed and leave the machine on a delivery conveyor.

During the printing of the booklet panes, colour bars are printed on the gluing edges to provide a guide for the electronic control which aligns the cover printing and the cutting device of the booklet machine to the position of the stamps.

The cover roll is printed with a special mark which appears on the folded edge of every fiftieth booklet. This facilitates counting and handling. The criss-crossed booklets are packaged in bundles of 100 and are ready for use in the Opal vending machines installed in post offices and other locations across the country.

The new $1.00 booklets are produced in the same fashion and the printing cylinder is inked in the same sequence as the 25c. booklets.

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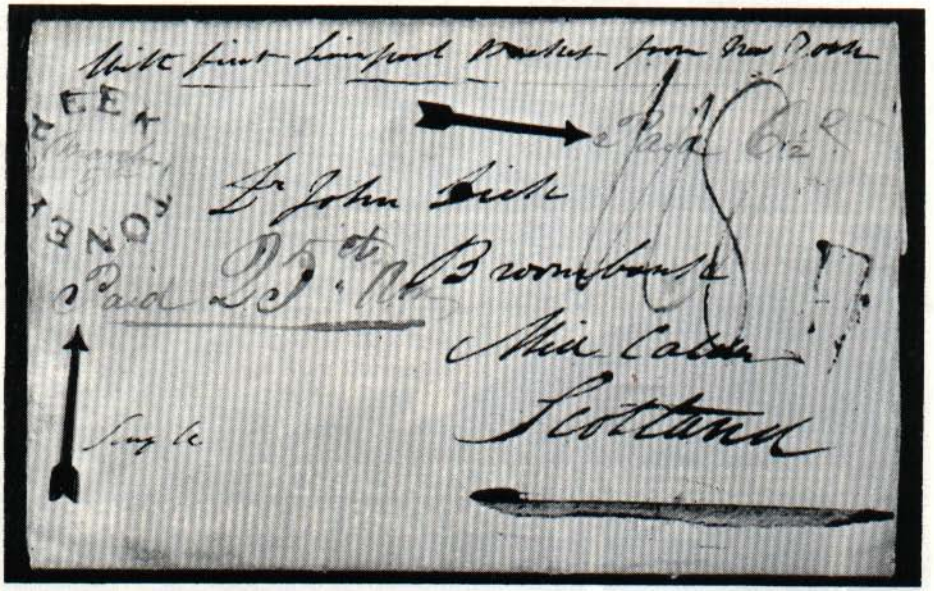
WHAT'S NEW IN OLD CANADA

BY FRED STULBERG

A REGULAR FEATURE



—*Philatelic Photographics, Toronto*

A BOAT RIDE FOR TWO PENCE

The story of mail passing from Upper Canada to the United States (or in the opposite direction) during the first half of the nineteenth century offers one of the most interesting rate studies for the student of postal history. In the first place, one has to take the postal rates of each country into consideration and most cross-border covers show two separate rate notations. One designates the cost of postage from the place of mailing to the border. The other shows the postage from the border to the destination. Both countries determined postage by the number of sheets of paper (later by weight) in conjunction with the number of miles the letter was to be carried in each country. British (Canadian) postage was expressed in pounds, shillings and pence and American postage was in dollars and cents.

From the first part of February, 1829 until early in March, 1837, cross-border letters mailed either to or from Upper Canada had an added dimension known as "ferriage". Here is how it worked.

By mutual agreement certain border post offices were designated as "transfer offices" and these were the ones through which letters going from one country to another would pass. In Upper Canada and New York, during the ferriage period, three pairs existed. They were Prescott and Ogdensburg; Kingston and Cape Vincent; Queenston and Lewiston. The U.S. counterpart is the latter one of each pair

It should be noted that each of the pairs of transfer offices had a body of water

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separating them. The first two were on either side of Lake Ontario and the last pair were on opposite banks of the Niagara River. To carry a letter by water from one office to another required the extra postage kown as ferriage. This was three pence for letters between Kingston, U.C., and Cape Vincent, U.S.A., and two pence for letters between the other pairs of offices. The reason that the first was more expensive than the others is that an island lay between the two offices and transportation was more costly.

The letter illustrated was mailed at Stoney Creek U.C., (near Hamilton) to Scotland, via New York City on March 5, 1836. British postage was 6½ (pence) (upper arrow). This prepaid the normal overland postage (single) of 4¼ pence for letters travelling less than 60 miles (Stoney Creek to Queenston is 45 miles) plus the 2 pence ferriage from Queenston to Lewiston across the Niagara River.

The American postage was 25 cents (lower arrow) which covered the inland American postage (from Lewiston, N.Y., to New York City) for distances over 400 miles.

Ferriage had two peculiarities. In the first place, it was always shown as part of the British portion of the postage. Secondly, it remained the same amount no matter if the postage doubled, trebled, quadrupled, etc. (depending upon the number of sheets of paper in the mailing).

Ferriage at the Upper Canada - U.S.A. border transfer offices was removed on March 5, 1837, after having been in force for almost exactly eight years.

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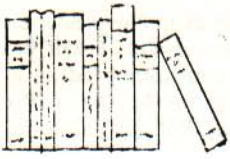

THE BOOKSHELF

CYCLOPEDIA OF UNITED STATES POSTMARKS AND POSTAL HISTORY - Edited by Del Norona.
A Quarterman Reprint.

This, yet another Quarterman reprint, brings together, in one 416 page hardcover book, a work that was presented in 1933 and 1935 in two volumes.

The primary strength of this work is in the postal markings. However one cannot ignore the postal history information given in conjunction with, and related to, them. Included also, in considerable depth, are postal rates, U.S. armed forces mail, postage meters, revenue stamps as postage and many other unusual and uncommon aspects of the postal picture of the United States. The text, irrespective of the subject, is profusely illustrated.

Editorially, Quarterman, has replaced the confusing, repetitive page numbering in the original work with consecutive numbers. They have also revised the table of contents to conform with the new page numbers and, in so doing, have made the reprint much easier to use than the original. Technically, the reproduction is excellent and the paper and binding of top quality.

Quarterman Publications, Inc., in the past few years have reprinted several out-of-print major philatelic reference works and have several more in preparation. This company is to be commended for making available to collectors information that heretofore was beyond their reach.

The Cyclopedia of United States Postmarks and Postal History is a necessary part of the library of anyone interested in the postal markings of the United States. It is available from most dealers or directly from the publisher at 5 South Union Street, Lawrence, Massachusetts, 01803, U.S.A. Price is $25.00 (U.S.).

F.G.S.

SCOTT'S STANDARD POSTAGE STAMP CATALOGUE 1976, VOL. I.

Volume I of the 1976 Scott Standard Postage Stamp Catalogue appeared in June, earlier than usual, with a new feature or two.

The first part of the 132nd edition carries 28,920 changed or newly added prices in its 670 pages of listings. It lists and prices for the first time 1,787 stamps released during the past year by the United States, United Nations and British Commonwealth entries.

Since 1968 Scott has been publishing "For The Record" as an annual pamphlet. Now, for the first time, a cumulative, expanded "For the Record" has been brought into the back of the book covering the Volume I countries. This section gives succinct information on hundreds of items which are, or have been, on the philatelic market, yet are not listed in the Catalogue.

The "Information for Collectors" section, a mini-handbook for collectors, has been rewritten, set in larger, easily read type, and illustrated.

All philatelic dealer advertising has been conveniently grouped in a new "yellow page" section at the back of the catalogue.

The 28,920 new prices in the 1976 Vol. I compare with 24,554 in the 1975 edition and 13,913 price changes in the 1974 Vol. I. Almost without exception, price changes in the 1976 Vol. I are increases.

British North America price changes in the 1976 Vol. I total 2,052 with 1,481 of the new prices in Canada. Here nearly all the better 19th century varieties are higher with significant advances for fine used examples of the more desirable stamps. The early 20th century imperforates are all sharply higher. New and higher prices are numerous for the better Airs, Special

Delivery, Postage Due and Official stamps.

Newfoundland ceased issuing stamps when it became a Canadian province in 1949, but 463 price changes in the new Vol. I point to a continuing demand for its issues. There are 31 new prices in British Columbia, 28 in Prince Edward Island, 24 in New Brunswick and 24 in Nova Scotia.

Five thousand copies of Vol. I will be bound in hard cover and numbered as a limited edition, selling for $25.00. In its regular flexible binding, Vol. I is priced at $13.00.

Vol. II and III are scheduled for release in August and November.

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I am planning to write and publish a book on famous people who were involved in philately. I wish to obtain information on such people as Pres. Roosevelt, Queen Elizabeth II, the first purchaser of the 24c. inverted U.S. air mail stamp, presidents of international and national philatelic societies, and well known stamp dealers, auctioneers, and even writers.

The book would lightly touch on the person's background, but basically tell about his or her interest in the hobby, and their collecting background.

EDITOR'S NOTE: If you can help Mr. Sommer, his address is 794 Arbor Road, Paramus, NJ, 07652, U.S.A.

DEREK HAYTER discusses PROOFS AND ESSAYS

> "Very few of the many proofs and essays . . . of Canadian stamps were ever officially sanctioned for sale".

The statement is taken from your editorial, March-April issue. Could it once have been the practice to distribute proofs to senior officers of the Post Office department, as was the case with imperforate and part perforate panes of stamps? Usually this material was sold in the philatelic market after the death of the original recipient. The practice, with dies, may have been official or unofficial. We cannot contend at this date that they were all stolen, nor that they were all presented.

The point in time at which proofs and essays may be considered legitimate collectables, free from the possibility of confiscation, may have been decided by a post office edict of 30 years ago.

It will be recalled that when the 1946 issue was being planned the postmaster general issued instructions to the effect that imperforate sheets or press proofs of the issue, or any subsequent issue, were not to be prpared and distributed as had been done on similar occasions in the past.

It was a sweeping change and it would be a little surprising if this closing of the grace-and-favour gap was not intended to include other post office material highly przed by philatelists e.g., essays, die proofs and plate proofs.

It may be presumptuous to suggest on the basis of the remarks above that the 1942-43 issue saw the last of the legitimately released proofs. We know that at least one set of die proofs of this series got out legally. The Hon. W. P. Mulock, Postmaster General, presented it to President F. D. Roosevelt. After the president's death the proofs were sold by Harmer's in New York.

We do not know whether 1946 will ever be set as the official embargo date. It's a strong contender. Meanwhile, to paraphrase James Thurber: Anyone holding proofs after 1943 should run, not walk, to the nearest safety deposit box.

DR. SIDNEY V. SOANES' opinion of SOME VARIETIES

In my opinion small (up to 2 or 3 mm) colour shifts fall into the same category as similar degrees of misplaced perforations (poor centering), and I consider all this merely as examples of bad workmanship, and these are therefore moderately "defective" stamps - worth **less** than a "perfect" copy. This is in line with Mr. Heeley's finding of more stamps with colour shifts than without. In an extreme case, for example, if the perforations go through the **middle** of the stamp, I suppose this is worth a couple of dollars as a novelty. Only if you have a row of perforations or a colour completely missing do you have what I would consider a true philatelic "error".

One nice thing about philately though is that there are about as many different ways of collecting as there are collectors, and we cannot, or at least should not, tell anyone what or how to collect. Thanks to magazines such as CP, many of us get a chance to express our personal opinions, but if some disagree with me and want to pay $10 for a stamp with a colour or perforation that is 1 mm off, that is their privilege to do so.

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