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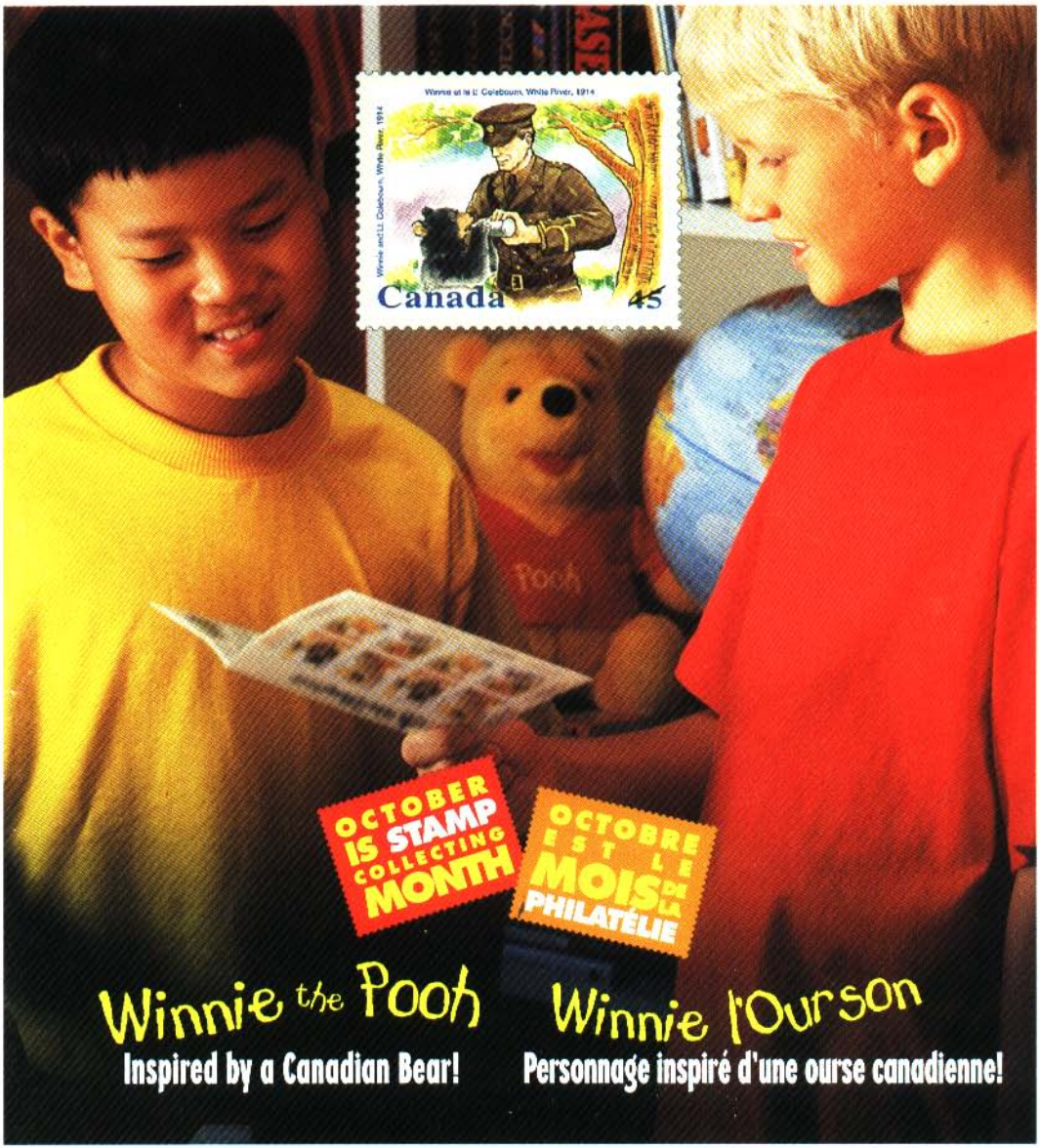
Journal of The ROYAL PHILATELIC SOCIETY OF CANADA

Revue de la SOCIÉTÉ ROYALE DE PHILATÉLIE DU CANADA



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Publication Date: September 1, 1996

Volume 47, No. 5 | Whole Number 276 | September–October 1996

REGULAR FEATURES:

319 From the Editor's Desk

321 Letters to the Editor

323 Philatelic News in Brief

329 Auction Calendar

331 President's Page/La page du président *William G. Robinson*

332 Postmarked Ottawa *Hans Reiche*

335 Fellows of the Society *Beverlie A. Clark*

337 Under the Hammer *Dean Mario*

339 Vignettes of Early B.N.A. Postal History *J.C. Arnell*

380 New on the Philatelic Bookshelf

381 New from Canada Post

387 Society Reports

390 Coming Events

392 Chapter Meetings

395 Classified Advertisements

396 Alphabetical List of Advertisers

343 Arthur L. McCready: Author, Editor, Publisher *Charles J.G. Verge*

348 Venice Some Early Postal History, Part VII *Michael Madesker, FRPSC*

354 The Two Cent Quebec Tercentenary: Some New Finds *Hans Reiche, FRPSC & Mike Sendbuehler*

361 A Mattawin Cover *Bert Foster*

365 Municipalities Play Hardball With Local Stamp Clubs *Tony Shaman*

368 The Tall Ones *Jay J. Edward*

371 The Saga of the *Earl Grey* *Patrick Campbell*

378 John Keats, 1795-1821 *Percy Cole*

The Cover: Celebrate Stamp Month with Canada Post.

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From the Editor's Desk by Steve Thorning

SHOCKING NEWS

I was preparing to write this issue's editorial when a Director of the Royal called me with the news of the sudden passing of Allan Steinhart, probably the most eminent postal history dealer in Canada.

Mr. Steinhart had been at his table on the Saturday of the PHILEX show in Toronto. When he failed to appear for a Sunday morning appointment with Ted Wright of George Wegg Ltd., Mr. Wright investigated, and found Mr. Steinhart slumped over his desk.

Over the past two decades, as a collector, dealer, and exhibitor, Mr. Steinhart rose to become a noted authority on Canadian postal history. He had an extensive stock, and there are few collectors of Canadian postal history who do not have Steinhart covers in their collections. His rise as a dealer coincides with the growth of my own interest in Canadian philately. My approach to the subject and my collection itself were influenced strongly by Mr. Steinhart. There are many other collectors who could make the same claim.

Mr. Steinhart's own collections won major international awards, and have been viewed by thousands when displayed non-competitively. Along the way, he acquired a solid knowledge of early Canadian history.

At virtually every major show Allan Steinhart's table was one of the attractions. His table came to be an informal gathering place for collectors to exchange information and material. Invariably, Mr. Steinhart was able to supply obscure details of postal regulations and rates, and the names of other collectors to those researching a particular subject.

He had a photographic memory, and I am certain this was the reason for his success as a dealer and collector. He was always able to match a collector with a cover, and to identify instantly significant items amongst run-of-the-mill material.

Many found Mr. Steinhart to be coarse and crude at times. True, ribald stories were one of the currencies passed back and forth across his table. Behind the bluster was a genuine sense of humour, and a generosity of spirit that one encounters all too rarely, in philately or elsewhere. Allan Steinhart thoroughly enjoyed philately, and expected from others the same commitment to joy and perfection that he demanded of himself.

Allan Steinhart came to stamp dealing after a varied and diverse career in various other fields. I doubt he ever took time to write any memoirs, but his life story, both in and out of philately, would have made fascinating reading. His sudden death, at the age of 56, leaves a vacancy in Canadian philately that no one can fill.

I don't ever recall hearing Mr. Steinhart speak of his family, but I believe he is survived by his mother and a sister. The sympathies of the entire Canadian philatelic community are with them.

UNDER ATTACK

Tony Shaman's article on the Ontario Hawkers and Peddlers bylaws outlines the latest threat to the vitality and progress of our hobby. In their search for more revenue and the setting of high licence fees, all too many municipalities are insensitive to the important role played by stamp clubs and other volunteer groups in their community. Typically, these bylaws lump stamp shows in with major commercial operations.

Municipalities could solve this problem by writing their bylaws more carefully, and perhaps using a sliding scale of fees. They also have the power to waive the fee, or to give a grant to a show to wholly or partially offset the licence fee for shows.

We may be faced with fewer local stamp shows in the next few years. I hope local councils will see that many of the present bylaws are counter productive. We may also see some competition: some of the rural municipalities may decide to increase the rental revenue of their facilities by attracting shows and events from nearby cities. We will be following this issue closely.

URGENT

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Letters to the Editor

VENETIAN POSTAL HISTORY

Sir,

It is with great interest that I follow the articles by Mr. Michael Madesker, FRPSC on Venetian postal history in your distinguished publication.

With regards to "Part IV – 18th Century" which appeared in your March–April 1996 issue, may I humbly observe that, unless I am wrong, there appears to be no Venetian postmark for Brescia reading "BRES. A/VEN".

Adriano Cattani, in his study entitled *Catalogo dei Bolli Postali della Republica di Venegia,* lists, in some two pages, all Brescia postmarks, none of which tallies with Mr. Madesker's description. The nearest to it is the earliest Brescia postmark of 1713–1716 that reads "BRES.P. VEN" with a lion in the middle of the oval.

Mr. Madesker is very lucky to feature a strike of this seal in his collection for it is quite rare.

D.P. Zaphiriou
Corfu, Greece

HAND CANCELS

Sir,

Regarding the July/Aug. 1994 *Canadian Philatelist,* p. 245, the Danish Post Office have improved their philatelic labels for hand cancel requests. [see below] The July 1996 Danish Maritime Club's *Stamp Journal* reports that the new labels have two sticky edges and have coding for automatic machinery ejection so that letters can be hand cancelled. The requested hand cancelling of letters posted in the local corner boxes will also be improved. Collectors have felt that the post office at times has disregarded labels.

Carlo Rasmussen
Naestved, Denmark

BATTLE OF THE ATLANTIC

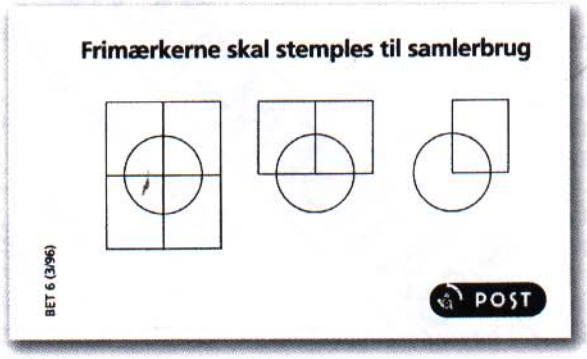
Sir,

The photograph of the German submarine U–889 (p. 290, Jul.–Aug.) brought back a flood of memories.

The time was early May 1945. I was a 21 year old sub–Lieutenant serving in the corvette *H.M.C.S. Dunvegan.* Our escort group had just turned a convoy over to a mid–ocean group about 150 miles east of Newfoundland. We were steaming for St. John's. Because the war had not ended, the ship was at full alert. A short while later "pings" on the underwater detection gear indicated we had located a German sub. We immediately attacked and dropped several patterns of depth charges before losing contact. The usual procedure was to carry out a "box–search." This consisted of ever widening rectangular courses in the hope of again obtaining a contact.

We had just begun the search when, less than a half mile away, this huge submarine broke the surface. Our Skipper's first reaction was to ram—something corvettes did very well. As the submarine broke surface we could see frantic activity on the conning tower. In less than a minute a sizeable group of seamen were on deck and a large grey blanket was flown from a

The Danish Post Office has issued this label for use by collectors desiring hand cancels. It is printed on "Post It" paper with gummed strips on top and bottom. The sender places it over the stamps. Postal clerks lift it to apply a hand cancel, then replace the label. Any subsequent machine cancels will be applied to the label, not the cover.



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short yardarm. Obviously the submarine had decided to surrender!

As no instructions existed as to what to do with a surrendered sub, we broke wireless silence to ask for instructions. The *Dunvegan* and *H.M.C.S. Rockcliffe,* an Algerine sweeper, were ordered to escort the prize to Bay of Bulls, Newfoundland. After laying out a course we instructed the sub as to course and speed. In fractured German we also advised that a 3 degree deviation either way from course would result in our opening fire. We were closed up to action stations for more than 40 hours with our guns trained on the sub. The mess deck buzzed with hopes that salvage bounty might provide a bonus for all.

The *Rockcliffe* and ourselves took station on the submarine's stern quarters where, if we opened fire, we could hardly miss. At sunset the first night we saw the captain approach the signalman and the bridge and shortly after this message was flashed across to us: "And so to bed.... good night." We later learned the captain, who was reportedly 27 years of age, had received some of his education in England and was fluent in English. As he believed the end of the war was near, he had lost the desire to fight.

The following morning we were instructed to alter course for Shelburne, N.S. Later the course was again changed, to Halifax.

As we approached that port, two destroyers steamed out with instructions to take over from us and escort the prize into Halifax. With sirens whooping, I guess they made a more dashing and impressive entrance than would two rather scruffy, sea–weary escort vessels. We were instructed to proceed to St. John's.

No doubt the photograph was taken from one of the destroyers!

James M. Hazlewood
Agincourt, Ont.

Philatelic News in Brief...

CANADIAN POSTAL MUSEUM

Canada's National Postal Museum is changing its name to the Canadian Postal Museum. The change is to emphasize the fact that the museum preserves and interprets the history of postal communications in Canada. The change will be helpful when the museum mounts exhibits outside Canada.

The museum is also moving to new quarters. Francine Brousseau, the museum's director, reports that the new space will provide some 9,000 square feet of floor area in the Canadian Museum of Civilization. The official opening of the new quarters is scheduled for June 12, 1997.

PACIFIC 97

The committee for PACIFIC 97, the international show in San Francisco from May 29 to June 8, has released the sixth issue of its newsletter, *PACIFIC 97 News.* This issue contains information on hotels and a list of lectures and meetings. It is free to all interested collectors. Write to Bob de Violini, Box 5025, Oxnard, CA 93031–5025; by e–mail at stamps1@west.net.

OLYMPHILEX '96

Canadian Commissioner Alan Hanks reports that several Canadians were successful exhibitors at the OLYMPHILEX show in Atlanta, held in conjunction with the Summer Olympic Games. Zhuoyu Yuan of Toronto received a large silver for "1936 Olympic Games in Germany." William Liaskas secured a silver for "The 1896 & 1906 Olympic Issues of Greece." Dave Lane of Richmond Hill achieved a silver–bronze in the promotional class for "Berlin 1936." Our congratulations go to these winners.

PHILATELIC YOUTH OF THE YEAR

A bright 17–year–old from St. Albert, Alberta, Miss Cindy–Anne Attrell, has been chosen Canada's Philatelic Youth of the Year for 1996.

Cindy–Anne has just graduated with honours from Paul Kane High School, and starts university this September. Her parents, John and Bev Attrell, as well as her brother Christopher, are proud of Cindy–Anne's achievements.

Her special philatelic interest is "Girl Guides and Girl Scouts of the World." She started collecting stamps at 7 years of age and earned her collector's badge as a Brownie. As a Girl Guide she earned her All Around Cord. This

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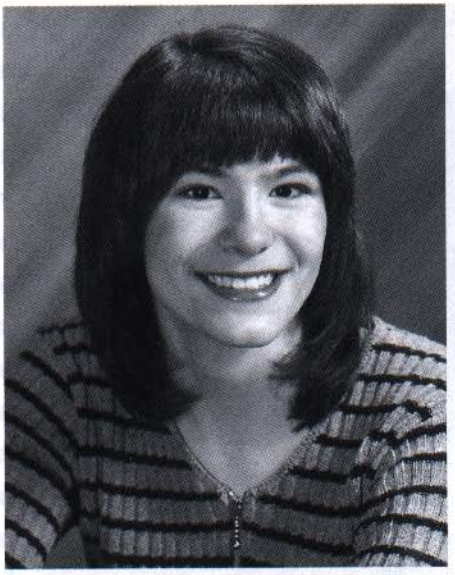


led to Pathfinders, which she added to her collecting interests. During this time Cindy-Anne was an active member of the Edmonton Junior Stamp Club.

From 1988 to 1991 she exhibited her collection and received a number of bronze and silver bronze awards. She improved the collection for the World Youth Exhibition in Montreal in 1992, where she won a bronze medal against stiff competition. Later that year she won a gold at the Calgary exhibition. Encouraged, she entered the Edmonton National exhibition in 1993, winning a vermeil, the Youth Grand Award, the A.T.A. Youth Gold Award and the Harris Junior Philatelic Award.

A committee of the RPSC chose Cindy-Anne as the Philatelic Youth of the Year. She receives a Roland Michener Silver Medal from the RPSC Philatelic Research Foundation, and the $100 Manfred Walther Award, funded by the Harmonie Stamp Club of Toronto.

LITERATURE AUCTION

Philatelic literature is growing in popularity as a collectible specialty. The auction firms of H.R. Harmer Inc. and Charles G. Firby Auctions combined forces for a joint philatelic literature rarities auction at CAPEX. There were 140 lots in the auction, and they sold for an average of $540 U.S., with a top price of $8,800. With prices such as these, collectors, particularly advanced ones, will increasingly consider their philatelic libraries to be valuable and important parts of their collections.

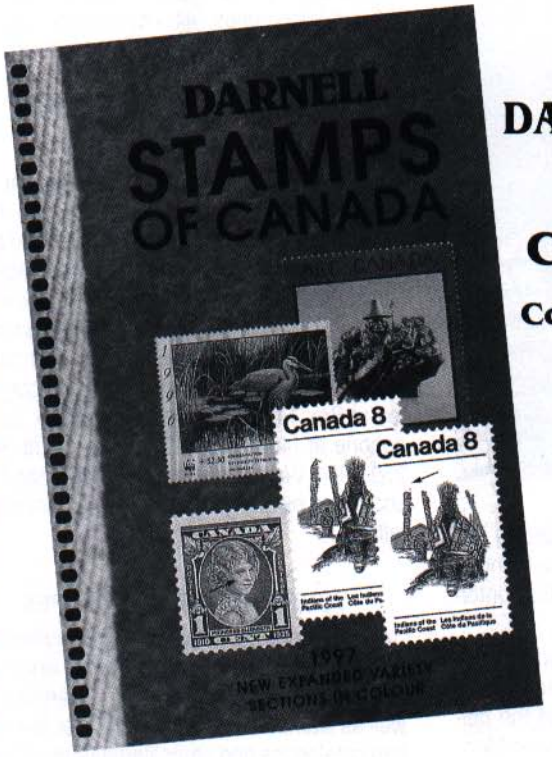
ROYAL 97 ROYALE

Hugh Delaney and his committee at the Calgary Philatelic Society are already busy making plans for the Royal's 1997 exhibition and convention scheduled for Sept. 19 to 21 at Calgary's Coast Plaza Hotel. Full details of the show will appear in forthcoming issues of *The Canadian Philatelist*. Those interested in show information or the dealer's bourse can contact the committee at Box 1478, Calgary, AB T2P 2L6; by telephone at (403) 255-0422; or by fax at (403) 255-2984. We are looking forward to a top flight show, and plenty of that famous western hospitality.

YOUTH PHILATELY AT ORAPEX

To encourage more younger collectors, ORAPEX '95 organized a youth table, which was prominently mentioned in show advertising. As well as stamps both on and off paper, the table had catalogues and other literature donated by various people. Dealer J.D. MacIntosh of Ottawa provided over 100 sets of magnifying glasses for distribution at the youth table. The table was staffed by volunteers, some of whom do not collect stamps, but like children.

ORAPEX '96 was better organized with more people to staff the youth table, thanks to the efforts of Eliseo Temprano, who ensured that donations of material and people to sit behind the table were both in plentiful supply when the flood of young stamp collectors arrived. The only trouble was that some of the items were hard for the adult collectors to pass up. For them, there was a small fee per stamp. Proceeds went for the purchase supplies for the youth table at ORAPEX '97. There is still a need for more material for the 1997 show. The RA Stamp Club would appreciate donations of stamps or other items. They can be sent to the RA Stamp Club c/o RA Centre, 2451 Riverside Dr., Ottawa, ON K1H 7X7.



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Left and below: Scenes from the youth table at ORAPEX '95 and ORAPEX '96. The table attracts more than a hundred young collectors to the Ottawa show each year. This youth promotion is sustained in large part through donations of stamps and supplies by dealers and adult collectors. The sponsoring RA Stamp Club is always looking for more donations to the effort.

Photos courtesy Ron Kitchen and Paul Burega.

SHOW PROGRAMS

Every year our friends in the American Philatelic Society run the Show Program Critique, a contest for the best show program produced by a stamp club for its show. The 1995 list of winners includes two shows held in Canada, both co–sponsored by the A.P.S. Vermeil Awards went to the show programs for BNAPEX 95 held in Edmonton (Alan Meech and Keith Spencer, editors), and for PIPEX 95 held in Victoria (Vernon Richards, Richard Fleet and Don Shorting, editors). Our congratulations go to these winners.

MORE INK SPRAY SLOGANS

Over the past couple of years we have been trying to keep abreast of the latest developments with the ink–jet spray on cancels. A considerable body of our readers considers these to be an abomination, but others are collecting and accumulating them. Most recently, we have noted the slogan "UNITED WAY / CENTRAIDE" from machines 087 (Calgary) and 078 (London). This followed immediately after the slogan "LITER ACY / ALPHABETISATION", which appears to have been in uses on all the MLOCR machines across Canada.

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There are a number of stylistic variations found with this slogan, even on strikes from the same machine. These slogans can be changed or modified easily on the MLOCR's computer keyboard. Some varieties are illustrated above.

From the top, "LITERACY / ALPHABETISATION" from 097 (Ottawa); "Literacy /Alphabetisation", also from 097, both with slogan indented to the right; "Literacy / Alphabetisation" from 087 (Calgary), indented to the left; and "Literacy / ALPHABETISATION" from 081 (Vancouver).

We will have more on these slogans in our next issue.

Auction Calendar...

OCT. 16: **Christie's.** Auction featuring letters and free franks of U.S. presidents. Catalogues: Christie's, 502 Park Ave., New York, NY 10022; phone (800) 395–6300 or (212) 546–1195; internet http://www.christies.com.

OCT. 18–19: **Ron Leith Philatelic Auctions.** Strong Canadian postal history section, plus Canada and worldwide stamps. Catalogues ($15.00/yr): Ron Leith Philatelic Auctions, Box 430, Abbotsford, BC V2S 5Z5; phone (604) 795–2240; Fax (604) 795–2324.

OCT. 22: **Charles G. Firby Auctions.** 1,600 lot auction strong in Canada, including the final portion of the Sam C. Nickle postal history collection. Catalogues: Charles G. Firby Auctions, 6695 Highland Rd., Suite 107, Waterford, MI 48327–1967 USA; phone (810) 666–5333; fax (810) 666–5020.

OCT. 24: **South Atlantic Philatelic Auction.** St. Helena, Ascension, Tristan da Cunha, Falkland, Antarctica. Catalogues ($3.00): St. Helena, Ascension, and Tristan da Cunha Philatelic Society, Regent House, Suite 401, 3201 Wisconsin Ave. N.W., Washington, DC 20016 USA.

DEC. 4–5: **H.R. Harmer, Inc.** General auction with Canada. Catalogues ($5.00): H.R. Harmer Inc., 3 East 28th Street, New York, NY 10016 USA.

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29	Israel, Foreign
31	Can./U.S. Jumbo
33	Can./U.S./U.N.
36	Can. Jumbo Commem
39	U.N. & Jumbo

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44	Can. Reg. Block of 4
48	Can. Plain Block
51	U.S. Jumbo Paintings
55	U.S. Small Plate Block

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63	Can. Horiz. Comm. Plate Block
66	Can. Jumbo Plate Block
70	U.S. Champions

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86	Israel Tab Blocks

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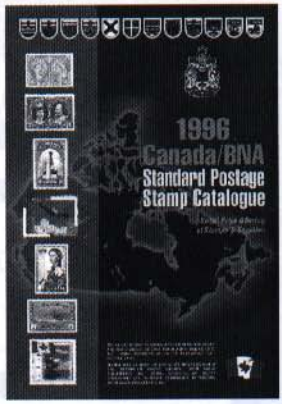

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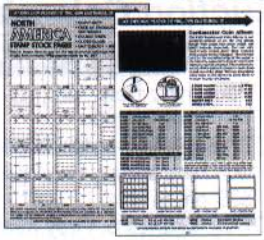

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The President's Page / La page du président

by William G. Robinson

The summer is a good time to reminisce about the fine experiences we had at CAPEX and the many friends we met. But it is also a good time to think about the problems revealed there, and to plan for next year and the future of the Society.

The volunteers staffing the RPSC booth at CAPEX did a fine job—and they also brought to light a few serious problems. One of these is the long delay between an applicant filing a request to join the Society, and the date his membership is noted in *The Canadian Philatelist* and he starts to receive the magazine and the other benefits of membership. We have examined this in light of a proposal made by our Treasurer, David Oberholtzer, and the procedure has been streamlined. We hope that the feedback received at the booth will start a trend toward keeping your executive informed about such problems.

We also discovered that a few Life Members disappeared from the membership list several years ago when computer programs were changed. Despite letters and phone calls (to whom is not certain), this wasn't rectified until they made personal contact with our volunteers at the CAPEX booth. We hope that they have now been reinstated and have received the back copies of *The Canadian Philatelist* they missed. If any member hears of such problems in future please drop me a note and it will be followed up quickly.

Another problem concerns the Insurance Program of the Society. The carrier, Hugh Wood, had an excellent brochure available at CAPEX, but they have not responded to numerous requests for such information to be published regularly in *The Canadian Philatelist*. We were also advised of serious delays in replying to correspondence, and in some cases no replies. If the Insurance Program is to supply the service needed by members, then the carrier simply must get on the ball. Your Executive are trying to deal with this at present, and I hope to be able to report progress soon.

We also had discussions with several members about the Directors and Officers of the Society. There has been some concern expressed by members that some Directors have served too long, and should be replaced by new blood. This is easier said than done. First, you must remember that all these volunteers serve without remuneration of any kind, and are even responsible for paying their own travel, and living expenses when they come to Executive or General Meetings. You can appreciate that it is difficult to recruit for such positions because of this. How many are willing or able to give their time and effort under these conditions? Several Directors have indicated that they wish to retire in 1997 and 1998, and we are actively looking for replacements. This is complicated by the widespread nature of the Society, and our desire to have representation on the Board from all regions of the country. We should note that over ten percent of our members reside outside

Canada, mainly in the States. We have never elected a Director to represent them, and perhaps it is time to do so. We are also looking for volunteers from the Prairies, British Columbia, and Newfoundland at present. Any takers? We also need many local representatives to assist Ray Ireson in bringing our Chapters closer to the national body. What can you do to help? Write me.

Postmarked OTTAWA

by Hans Reiche

CAPEX

Many words will have been written about CAPEX by now. Anyone who was not able to get to Toronto certainly missed a major event that will not be repeated for some time. One comment may be appropriate here. Of the very extensive and large number of exhibits, one thing stood out. Covers were the majority of displays. This certainly is a change from the last CAPEX in 1987, when stamps were well balanced against covers. And there was an enormous increase in Chinese and Japanese exhibits. Next big one in San Francisco.

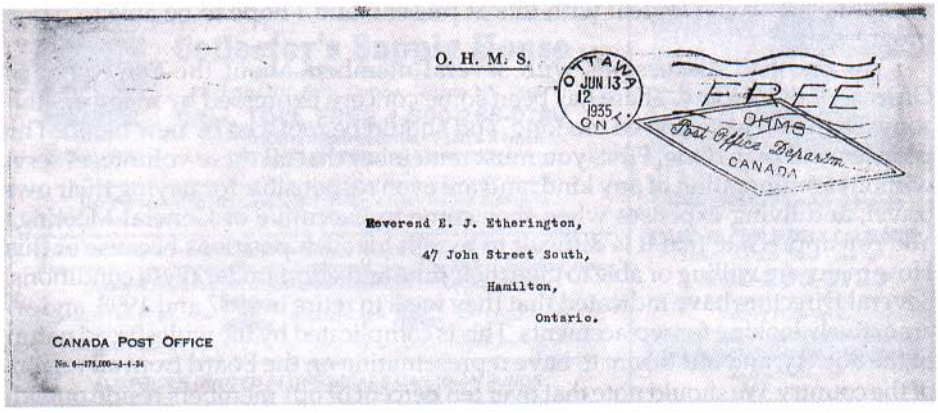
THE NEW PRECANCEL CATALOGUE

By the time this is published, the new Precancel Catalogue should finally be out. This edition includes 38 new finds reported since the last edition. The majority of prices have been revised to better reflect the present market. All price changes have been made by Mr. Walburn himself, with his extensive knowledge of pre–cancel stamps. The Admiral dies are now listed separately for the first time. When one adds these to the new finds, there are over one hundred new listings.

It never fails: hardly is the new catalogue out and another new find has been reported. Montreal 1–47 has been noted with what may be a triple overprint. Part of the third impression appears just as a small portion on the top of the stamp, but there is no other indication. As this is a very dark stamp, an illustration would not reproduce well here.

A CURIOUS CANCEL

Illustrated below is a machine cancel that has not been noted before. Is the "12" inside the date mark a time indication? Two dealers at CAPEX mentioned that the diamond shaped OHMS marking on this cover must be a rare type of cancel.



A 3¢ SMALL QUEEN VARIETY

In a collection of a German collector of Canadian Small Queens is a 3¢ stamp, Montreal printing, showing a badly misplaced entry just a few millimeters from the bottom of the design.

The top portion of the design with the top frame line and part of the lettering appears in the bottom margin. It is not a misperforated stamp because the entry is very close to the bottom of the stamp impression, and the perforations are normal below the entry and do not cut off the misplaced entry in any way.

GERMAN C.T.O. STAMPS

German stamps are often cancelled to order. Even at CAPEX this was evident. Here is a short list of Michel numbers that often appear cancelled to order:

Bavaria 116–133 and 152–170, perforated and imperforate.
Bavaria officials from 1916 to 1920.
Wurttemerg 107–111, 123–129, and 134–149.
Germany officials, 75–88.
DDR 362–379 , worker series.
Danzig from 1920 to 1923, virtuall all stamps.

The Michel catalogue lists these separately in many cases, and the prices for C.T.O. are far below legitimatley used stamps. It is therefore advisable to check these stamps carefully.

A CLEVER FAKE

At CAPEX a collector purchased a bulk circular card with 12 different values of Ottawa Style 3 precancels mounted on it. The give–away on this item is an 8¢ blue Admiral precancel –there is no such variety. Practically all the overprints are cleverly faked. The card has the pencilled initial of F.W.C. on the back.

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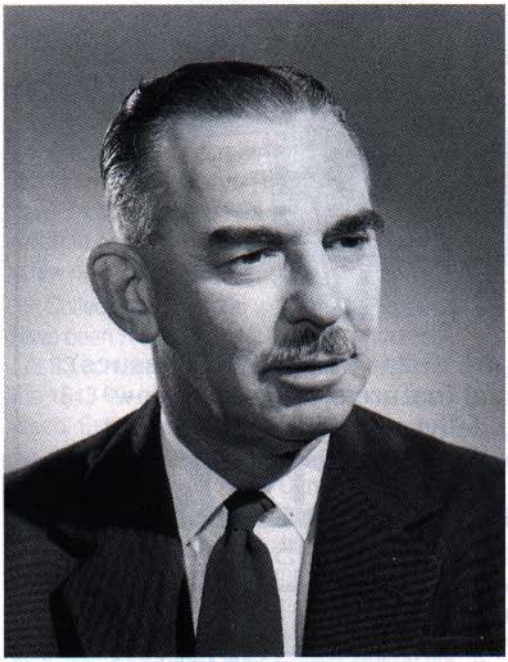

John Ayre, membership number 9613, was honoured by the Society in 1979 when he was elected a Fellow of the Society.

John Frederick Ayre was born in St. John's on April 20, 1908, and lived his life in Newfoundland except for years when he was educated at Bishop Field College and Leys School, Cambridge, England. He began his business career when he entered the family business, Ayre & Sons Ltd., in 1925, and served in various capacities until his retirement as Chairman of the Board in 1966. He also served on the boards of Ayre's Supermarkets Ltd. (later Dominion Stores), John Brothers and Co. Ltd., Northatlantic Fisheries Ltd., and Blue Peter Steamships Ltd.

His interest in philately began at an early age through his grandfather, who was quite actively involved with the early Newfoundland experimental air flights. His grandfather took him to the Pleasantville area to watch the attempts of the Martinsyde "Raymor" aircraft taking off with its pilot F.P. Raynham and navigator C.W.F. Morgan. In his early years he collected virtually all the early Newfoundland classic air covers and stamps. He sold this early collection during the depression, and then after World War II he decided to once again form a similar collection. He also collected Canada, British West Indies, and St. Helena. His collections earned him gold and vermeil awards when exhibited internationally.

His interest in aircraft led him to take a sincere interest in the Air Cadet movement. He served as chairman of the Newfoundland provincial committee of the Air Cadet League of Canada, and later as national president of the League.

John Ayre served as a Director of the Royal Philatelic Society of Canada from 1974 until 1981. He passed away on December 14, 1988 in St. John's, Newfoundland.

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UNDER THE HAMMER

. . . with Dean Mario

The "All World" sale of May 23-24, 1996, conducted by Stanley Gibbons, achieved the highest realization ever for a general sale by the firm with over £765,000 (including the 15% buyer's fee) brought in! The international market seems as strong as ever, and choice items are still in high demand. The firm's impressive part-colour catalogue was yet another fine addition to one's philatelic library. Let's examine a few of the lots in detail.

Collectors of famous world classics would have been impressed with this sale's contents. Lot 83 contained two four-margined copies of the 1843 60r. values from Brazil tied to a small piece. Estimated at £180-200, the piece sold for £195. (At prevailing exchange rates the pound was equal to $2.12 Canadian.) A mint Great Britain Penny Black in the grey-black shade from plate 3 (good to large margins and double-letter "F") was offered in Lot 1398. It sold for £977 against an estimate of £1,000-1,200. Canada too had some nice early examples, including an 1855 imperforate copy of the 10d. blue Cartier in lightly cancelled condition. This copy, with good to large margins except at the bottom left, was estimated at £300-340. It sold for £391 (Lot 506). An unusual lot of the Canadian 1897 Jubilee issue, from the half-cent value to the 50¢, was offered with the violet "specimen" (san-serif and serifed) overprint. A few of the stamps had slight faults and some were unused to only partly gummed. Estimated at £340-380, lot 510 fetched £391.

Another interesting Canadian lot was a strip of three of the 1950 10¢ brown Fur Resources with the "G" overprint missing on one stamp. The stamps were tied on piece with a 1952 Brantford, Ontario duplex cancel. Lot 512 also came with a 1992 B.P.A. certificate. It sold for £253 against an estimate of £220-240. A United States 1879 90¢ rose Commodore Perry in mint (partly gummed) condition was sold in lot 353. Although centred low, and with a Buhler guarantee stamp, it sold for only £86 against a catalogue of £800, and a conservative estimate of £80-90. A larger U.S. collection (lot 358) from 1869 to 1983 in mint and used condition, with high values from the 1893 Columbus issue and other sets, sold for £2,530 against an estimate of £2,000-2,400.

Other valuable collections offered included an exceptional mint, used, and cover study from Hong Kong. Lot 657 was estimated at £4,000-5,000 and it went to a new home for £13,800. Another superb, award-winning collection from St. Kitts-Nevis was featured in lot 903. The collection was sold complete with five pre-stamp folded letters, essays, proofs, specimens, bisects, and rarities. Estimated at £25,000-28,000, it went to a successful bidder for £28,750. A wonderful 1870-1970s collection from Fiji, including the early Fiji *Times Express* items (small faults) was estimated at £5,000-6,000 and sold for £5,750 (lot 605).

A used Commonwealth collection in a *New Deal Album* (for issues to 1936), with many scarce items, was sold in lot 1083. Estimated at £6,000-7,000, it sold for £10,925. Bidding was brisk for lot 1088, a large mint and used stock (Queen Victoria to King George VI eras) on manilla cards. It reached £11,500 against an estimate of £3,000-4,000.

Stanley Gibbons' next Great Britain, Commonwealth, and Foreign sale is scheduled for November, and a special Far East sale in Hong Kong is slated for February 1997. They can be contacted at 399 Strand, London WC2R 0LX England; phone 0171-836-844; fax 0171-836-7342.

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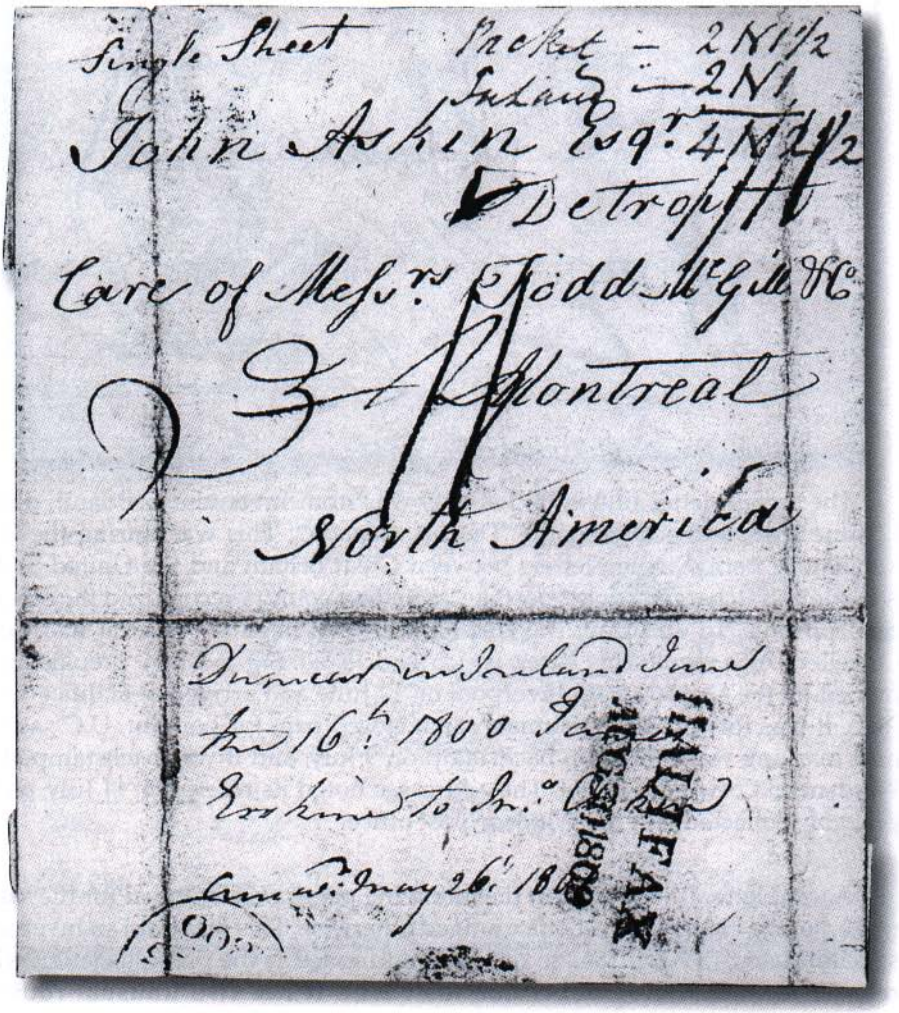
Vignettes of Early British North American Postal History

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

XLV. Letters to Detroit via B.N.A.

It is unusual to find early letters addressed to Detroit from Great Britain which were sent through British North America. I have two, each of which has an interesting aspect.

The first (illustrated below) was from Derwent, Ireland and is dated 16 June 1800. It was addressed to a correspondent in Detroit, but was sent to messrs. Todd, McGill & Co. in Montreal for forwarding to ensure that it reached its destination well beyond the limits of the Canadian mail routes of that period.



As it was mailed with the postage unpaid, it was rated 11*d*. Stg. postage due to London, where it was backstamped on 25 June, and 1s. *Od*. Stg. packet postage to Halifax added, shown as "1/11". It was carried by the *Lady Arabella* packet from Falmouth on 29 July and arrived at Halifax on 30 August, where it was backstamped with a straight-line datestamp. The accumulated postage due was converted to 2s. $1^1/_2d$. Cy. and 2s. 1*d*. Cy. inland postage to Montreal added, for a total of 4s. $1^1/_2d$. Cy. postage due. At Montreal it was endorsed on the back: "Received at Montreal 4 October/...by your very hble servt. pr. James Todd McGill & Co./Thomas...." Lacking a postal service as far as Detroit, the company would have entrusted the letter to a fur trader or the like, presumably mainly by canoe. The date of receipt was not recorded on the letter, but there is a notation that it was answered on 26 May 1801.

The second letter (illustrated above) was from Inverness, Scotland, dated 12 June 1848, and addressed to "Detroit, Canada". This was during the U.S. Retaliatory period, when letters between Great Britain and the United States were doubly–charged packet postage, as neither country recognized the other's paid postage. In addition, the Closed Mail privilege via Boston had been cancelled. As a result, this letter, which had 1*s*. 2*d*. Stg. postage prepaid, was carried by the *Cambria* from Liverpool on 17 June and arrived at Halifax on 28 June. It was forwarded, presumably in a closed bag, for London, U.C., as the next marking was a London backstamp on 9 July, and it was backstamped at Windsor, U.C. two days later. The addressee noted its receipt on 11 July, so he probably collected it at the Windsor post office.

A third letter (illustrated on the following page) was intended for the same route, but the Liverpool post office judged otherwise. This was from an Inverness solicitor dated 15 April 1842 to the same addressee as the previous letter, with respect to outstanding debts due his client. It has two unusual routing

instructions: "Per Steamer via Halifax" and "Via Sandwich/Upper Canada". This was explained in the last paragraph of the letter, which reads: "I send you this letter in Dupli cate–one via New York [which would have been by U.S. sailing packet], the other by Halifax via Canada." It was mailed at Inverness on 15 April with 1*s.* 2d. Stg. postage prepaid–the correct postage to B.N.A. It was datestamped "PAID" at Edinburgh the next day and backstamped at the Liverpool packet office on 18 April, where, ignoring the instructions, the letter was put in the Boston bag. As a result, it was carried by the *Caledonia* from Liverpool on 19 April and arrived at Boston on 5 May, where it was datestamped with a "SHIP" handstamp and rated 27 cents postage due at Detroit (2 cents ship letter fee + 25 cents inland postage). If it had been put in the Halifax bag instead, it would have reached Windsor without any additional charge.

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November 15, 16, 17
Queen Elizabeth Building
Exhibition Place

Montreal:

November 29, 30, Dec. 1
Place Bonaventure

SHOW HOURS

Toronto	Montreal
Friday 10 a.m. to 7 p.m.	Friday 11 a.m. to 8 p.m.
Saturday 10 a.m. - 6 p.m.	Saturday 10 a.m. - 6 p.m.
Saturday 10 a.m. - 6 p.m.	Sunday 10 a.m.-5 p.m.

ADMISSION TO ALL CSDA SHOWS IS FREE!

For further information contact the CSDA at the address above.

ARTHUR L. McCREADY, AUTHOR, EDITOR, PUBLISHER

by Charles J.G. Verge

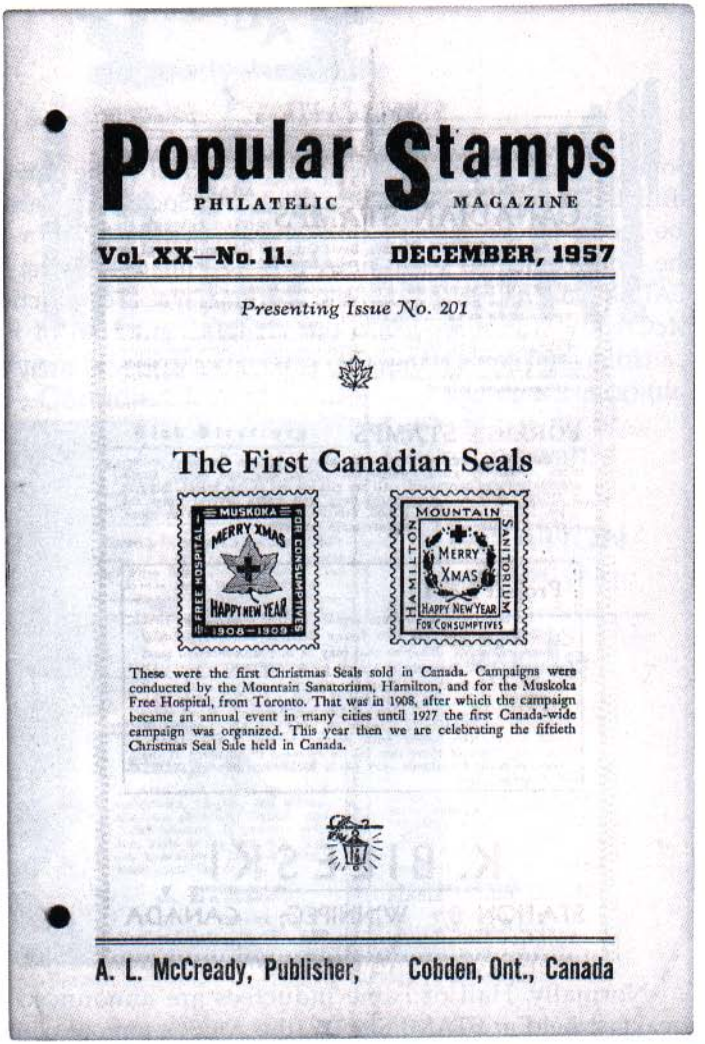
Some 75 people attended the spring breakfast of the philatelic Writers Unit (an affiliated group of the American Philatelic Society) on Saturday, June 15, 1996 at the Metro Toronto Convention Centre. The breakfast, a semi-annual affair of the Unit, coincided with the American Philatelic Society's spring meeting at CAPEX '96. The highlight of the breakfast was the induction of Arthur L. (Mac) McCready (1892-1967) into the Writers Unit Hall of Fame. In addition to Canadian and American writers and columnists, 12 members of the McCready family also attended.

Normally, Hall of Fame inductees are announced at the Writers Unit breakfast held at STAMPSHOW, the A.P.S.'s annual convention. In this case, president Alan Warren and Hall of Fame committee chairman Barbara Mueller felt that it was more appropriate for Mr. McCready to be honoured in his own country.

Author, editor, collector, songwriter, musician are some of the many words that could describe Arthur L. McCready. He was born in August 1892 at

Chatham, Ontario and grew up near Sarnia. In 1928 he became editor and publisher of the *Cobden Sun*, retaining this position until he retired in 1958.

In 1939 he purchased the periodical that was to make him famous: *Popular Stamps*. He wrote much of it, edited it, and published it until ill health forced him to stop in 1958. At the time of his death in 1967, *Popular Stamps* was still the longest running Canadian philatelic magazine. A complete run of the 204 issues is a very valuable reference source of Canadian philately.



Popular Stamps

PHILATELIC MAGAZINE

Vol. XX—No. 11. DECEMBER, 1957

Presenting Issue No. 201

The First Canadian Seals

MUSKOKA FREE HOSPITAL FOR CONSUMPTIVES MERRY XMAS HAPPY NEW YEAR 1908—1909

MOUNTAIN SANATORIUM HAMILTON MERRY XMAS HAPPY NEW YEAR FOR CONSUMPTIVES

These were the first Christmas Seals sold in Canada. Campaigns were conducted by the Mountain Sanatorium, Hamilton, and for the Muskoka Free Hospital, from Toronto. That was in 1908, after which the campaign became an annual event in many cities until 1927 the first Canada-wide campaign was organized. This year then we are celebrating the fiftieth Christmas Seal Sale held in Canada.

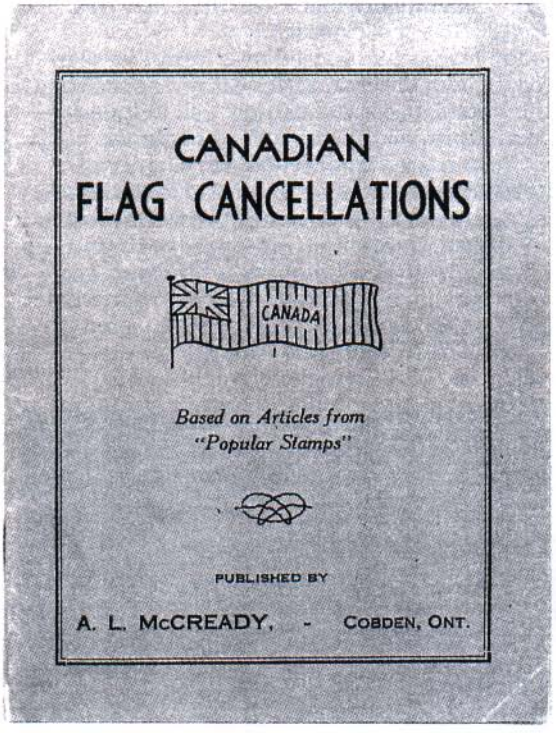
A. L. McCready, Publisher, Cobden, Ont., Canada

The cover of the December 1957 issue of Popular Stamps. *Poor health forced McCready to stop publication three issues later. At this time the journal appeared ten times per year, and normally offered 20 or 24 pages per issue. About half the content consisted of advertising. A one-year subscription cost $1.50 postpaid.*

During his long tenure at the helm of *Popular Stamps* he also published some well known Canadian philatelic catalogues and handbooks. These were pioneer landmarks in the development of several facets of Canadian philatelic research. The most important of these are *Canadian Philatelic Literature, Canadian Flag Cancellations* (two editions), and *Dinky Damus Varieties*. He frequently wrote

articles on Canadian philatelic literature. This was his real philatelic love: he was a prolific researcher and collector in this area.

When McCready bought the publishing rights to *Popular Stamps*, it was little more than stamp dealer E.C. Werner's trade and price lists. In February 1941 he began editing and publishing the periodical as an independent stamp publication. Over the years he attracted most of the leading Canadian philatelic authorities and writers to his pages. People such as Gerald Wellburn, Fred Jarrett, Allan K. Grimmer, Edward Goodchild, H. Warren, K. Hale, Nelson Bond, Ed Richardson, Stanley Deaville, R.A. Odell, Aubrey Kelsey, R.A. Jamieson (under the pseudonym of Phil Atts), and many others were frequent writers or regular columnists in *Popular Stamps*.



In addition to editing and publishing Popular Stamps, *Arthur L. McCready was a pioneer in the publication of specialized handbooks on various facets of philately. At left is the cover of* Canadian Flag Cancellations.

McCready quickly turned *Popular Stamps* into a first class publication. In February 1942 he attracted the attention of the Canadian Philatelic Society, the former name of the Royal Philatelic Society of Canada. The Society subscribed to *Popular Stamps* for its complete membership and arranged to use *Popular Stamps* for official Society news and notices. This partnership proved profitable to both parties. The Canadian Philatelic Society membership grew by 900% during the period of their agreement that lasted until the Canadian Philatelic Society began its own journal, *The Canadian Philatelist*, in 1947.

"Mac" McCready served on Cobden town council. He took a leading part in the organization of the Cobden Horticultural Society, and was a member of

the Grace United Church in Cobden. As well as stamps and flowers, his hobbies were Canadian banknotes, Canadian pottery, cast iron toys, and 19th century penny banks.

Phil Atts complained that McCready did not let escape any tidbit about himself in his publication. In response, in the February 1945 issue of *Popular Stamps*, McCready published the following autobiography:

> So Phil Atts last issue said the Editor doesn't tell much about himself! Well, as this issue begins his fifth year at the helm of P.S. – here goes: At a very early age he was born in Western Ontario. First few years rather hazy. At age six, went to school; came home first night all beaten up, nice bloody nose, beautiful black eye – all because "Gentlemen don't fight," was mater's morning injunction. Surveying the wreck that night she revised the advice: "Gentlemen DON'T START fights – they finish them." We did – next day. Thus mothers make men; and wives make 'em or break 'em.
>
> Never had a spare dollar – don't expect to. Raised on a farm I've seen the hogs hog around, the cows cow down, little lambzies eat ivy, as the song writer wrote. Have hoed corn and 'taters, beets and carrots. Fell in love at twelve. Criticized a school teacher at thirteen for strapping a beginner. (Remembered my own first day.) Result: fired from school for balance of term. Returned at fourteen and picked up from there. Boyhood ambitions alternately: storekeeper, train engineer (nearly said train robber), cowboy, detective, globe trotter, politician, doctor, clergyman, musician, poet, or what have you. An early forebear may have been knighted in Ireland – we doubt it. Used to hang around printing offices – finally it "took." Married at twenty-four, the neighbours all marvelled. Collected stamps when a button – succumbed again thirty years later. Am six foot , one – longest printer in Ottawa Valley – sometimes the shortest. Tried living in city – like Great Outdoors better. Started business career sweeping floors....now fifty-two – still sweeping floors. Never got anywhere.... apparently....Just holding my own.

Arthur McCready's wife Florence preceded him in death. They had three children: two sons, Howard and Arthur, both now deceased, and a daughter, Dorothy Carpenter of Boulder, Colorado.

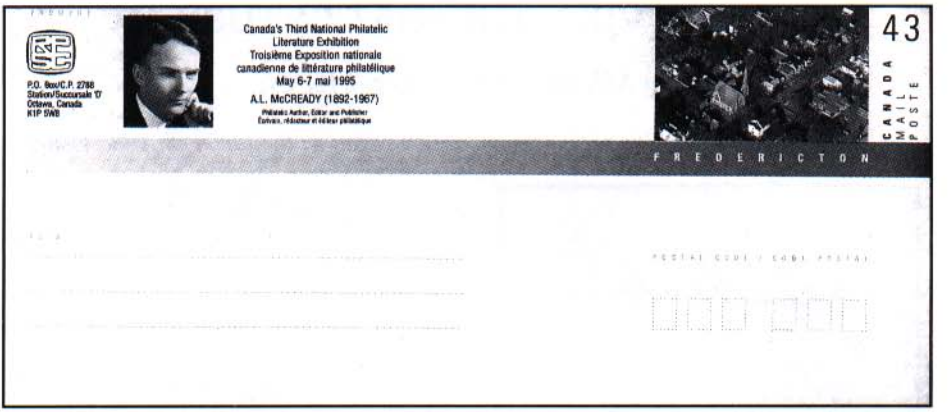
The last words belong to "Mac" McCready: *Popular Stamps* is "a publication, the chief consideration of which, is to be a journal of some literary worth rather than a vehicle devoted firstly to the promotion of the sale of goods, or services of the publisher....We of *Popular Stamps* have no other purpose to serve other than the publishing of the journal for acceptance on its merits."

For his unflagging service to Canadian philatelic literature, to his world-wide subscribers, and to Canadian philatelists still today, the Writers Unit 30 of the American Philatelic Society placed the name of Arthur L. (Mac) McCready in its Hall of Fame.

After the induction, Writers Unit president Alan Warren presented a certificate to Mrs. Carpenter, who then shared some of her reminiscences of her father with the audience. McCready's name will also be inscribed on the Hall of Fame plaque which hangs at A.P.S. headquarters in State College, Pennsylvania.

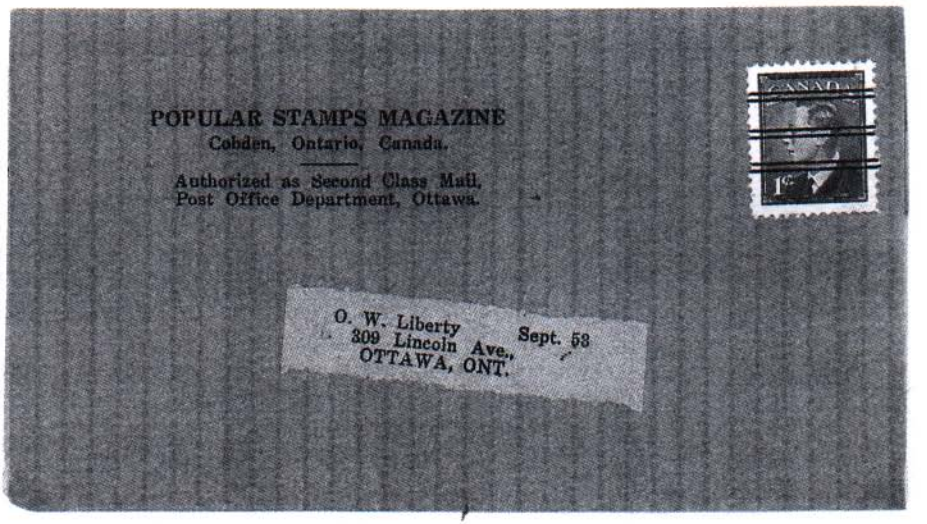
As a philatelic footnote, McCready was honoured twice by Canada Post in its "Great Canadian Philatelists" series of commemorative postal stationery, which they produce in support of Canadian national stamp shows. The first

occasion was in support of Canada's Second National Philatelic Literature Exhibition in Ottawa, held April 30-May 2, 1993, and the second was for the third such exhibition, held May 6-7, 1995.



Above: Canada Posts's 1995 commemorative envelope, featuring Arthur L. McCready. The 1993 version was issued in both the No. 8 and No. 10 sizes. In both years, a photograph supplied by McCready's daughter, Mrs. Dorothy Carpenter, appeared on the envelopes. Two thousand envelopes were issued at the 1995 National Literature Exhibition in 1995, and 1,000 of each size in 1993.

Below: the Popular Stamps *mailing wrapper of the early 1950s.*



The Second Vice President of the RPSC, Charles Verge of Ottawa is passionately interested in philatelic literature.

VENICE:
SOME EARLY POSTAL HISTORY
PART VII — THE 18th CENTURY

by Michael Madesker, FRPSC

(Note: This is the conclusion of this series, which began in the Jan.-Feb. 1995 issue.)

Courriers Français

A vital link between Venice and western Europe was provided by Courriers Français.

At left is a two-page letter from Venice to London, dated May 3, 1797. It was carried by Courriers Français to Lyon via Piedmont. From Lyon it continued by Compagnie Postale des Marchants Etrangers to London.

At the top of the opposite page is a November 13, 1754 letter from Venice to Marseilles. It was carried to Lyon, a distribution point from 1748 until 1755. Prepayment to Lyon was obligatory. Internal fees were collected on delivery. The letter was received at Marseilles on November 30, 1754.

Corriere delle Flandre

Corriere delle Flandre was a courier firm owned by Austria. This was the carrier of the letter shown opposite centre, dated December 17, 1745. It was carried by Corriere delle Flandre from Amsterdam to Venice via Trento: "FO TO". The letter was taxed 10 carantani.

This route was established on July 20, 1541 by Ruggero de Taxis under appointment by King Charles V (1519-1556) of the Holy Roman Empire.

Corriere di Genova

At bottom opposite is a May 2, 1733 letter from Venice to Marseilles, carried by Corriere di Genova. Taxed 13 centimes, the letter was marked with a Genova transit postmark "D'ITALIE". This device, according to James van der Linden, was first used in 1728 through the rules of Sardinia and France.

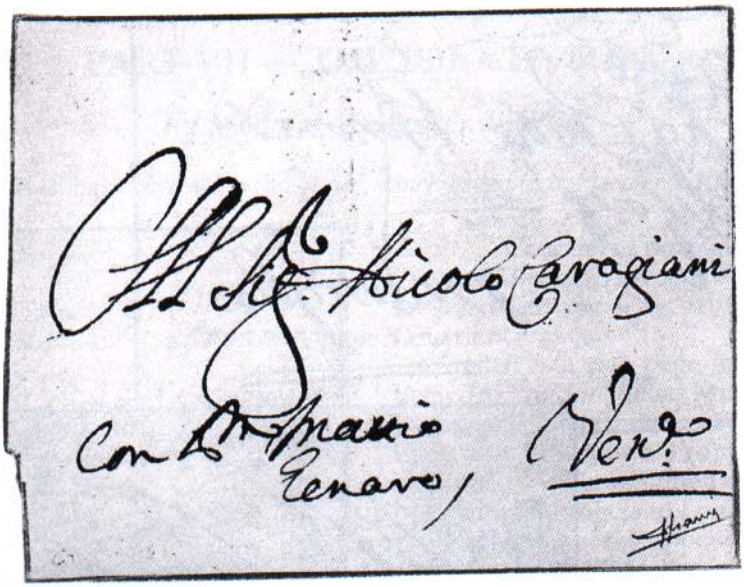
LYON

Al Sig. Pietro Honorato
Roux
Marsiglia

10

Al Sig.r Niccolò Caragiani
fo.to
Venezia

Ass.ri Gio.r Batta Honor.o Roux
Comp.e
DITALIE
17
Marsiglia

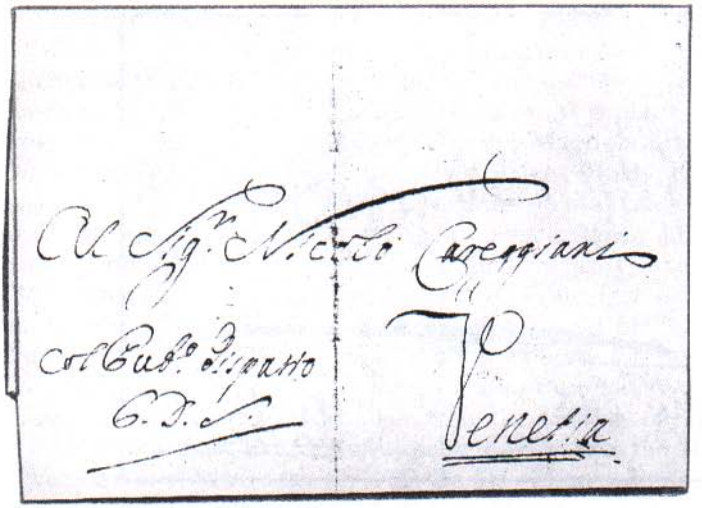


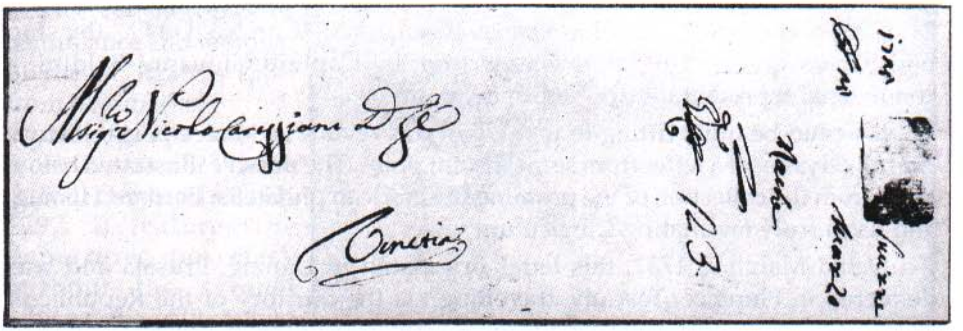
Overseas mails were, on occasion, carried by courtesy, and have therefore no markings except for the possible endorsement of the person. The most common manner was by entrusting the letter to a ship's captain. The item shown above, dated November 8, 1720 was handled from Corfu, Ionian Islands, to Venice by Captain Mauro Eenavo and endorsed with the invocation "Con Dio" (with God's Grace).

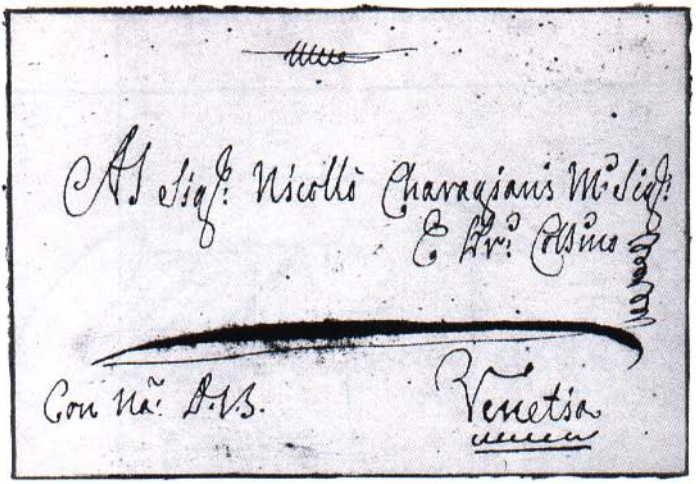
At the top of the opposite page is an October 31, 1722 letter from Constantinople to Venice. It was directed "Con Pub^{o} Dispacio" (by public carrier), and was dispatched through the Posta Veneta di Constantinople. The letter was endorsed "C.D.S." — Che Dio Salvi (whom God will preserve). Usual stops between Constantinople and Venice included Cattaro and Trieste.

The middle item on the opposite page is a letter from Smyrna to Venice, sent on March 25, 1725. It travelled the common route for this period, via Livorno, Ragusa, and Ancona. The letter was taxed 6 Lire. The "23" on the sealing flap is a merchant's file number.

The bottom item on the opposite page is a November 11, 1742 letter from Constantinople to Venice. It was forwarded by a land route via Vienna by Gio. Enrico Stametz, arriving at is destination on November 29, 1742. /The letter was taxed 12 soldi and was disinfected against cholera.







Mail volumes from the western Mediterranean to Venice were far lower than from the east, but the handling did not differ. Above is a letter dated October 24, 1723 from Alicante, Spain to Venice. It is marked "Con Na. D.I.G." (by ship with God's grace). The letter was written by Captain Giovanni Baldini, a commercial representative of Venice in Spain.

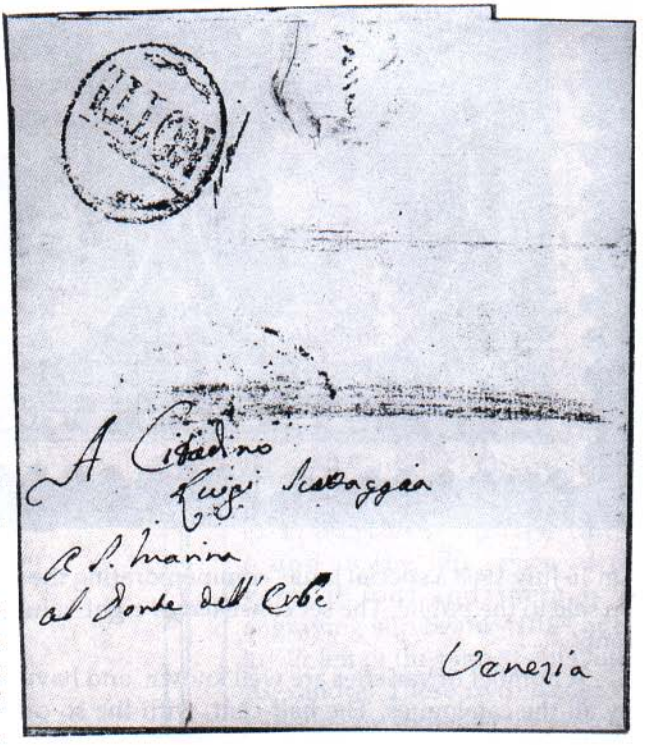
It would be quite fitting to include in this review of Venice postal history the full odyssey of a letter from some distant point. The missive illustrated below came from the collection of the prominent American philatelist Bernard Hennig, and has a truly fascinating Curriculum vitae.

Dated March 7, 1731, this letter originated in Danzig, Prussia and was delivered in Florence, Toscany, travelling via the territory of the Republic of Venice. The letter was forwarded via Jonas Daniel de Rauner d'Auga (Augsburg). Fees, not shown on the letter, would have amounted to three florins, according

to all available postal tariffs of that period, a very large sum of money for the times.

Danzig, beginning in the seventeenth century, was on the Memel–Cleve–Rheinland line of the Brandenburgisch–Preussischen Hauptkurs, the main mail route of Prussia. Traffic destined for the south was placed on the spur leading from Danzig to Stargard through Berlin, Magdeburg, and Halberstadt to Duderstadt. At this point the letter was transferred to the Thurn and Taxis postal system, which operated the Reichspostkurs on the Hamburg–Nürnberg route, and with the same couriers on to Augsburg. From Augsburg the missive continued to Innsbruck. It entered Italian territory at Alto Adige's Balsano (Bozen) from where it continued to Trento. From Trento the letter was carried via Verona in the Republic of Venice to Mantova, from where it continued via Bologna to Firenze. The letter was, in all probability, four to five weeks in transit. The above route to Bozen was described by Professor Wigand Bruns, and the continuation to Florence was taken from the writings of Franco Rigo.

The Proclamation of Dissolution by the Senate of the Most Serene Republic of Venice was read on May 12, 1797. On May 29 an ordinance of the provisional government of Venice removed all Republican symbols from documents and public places. This ordinance was followed on June 2 by an advisory of the postal authority with advice on methods of compliance and removal of the St. Marc's Lion from postmarks.



At right is a letter from Notta to Venice dated September 11, 1797. It features the departure postmark without the symbol which ordinarily capped the name of the town. The authenticity of this device was certified by P. Vollmeier. In keeping with the new form of government the letter is addressed to "Citizen/ Cittadino L. Scavaggia."

St. Marc's Lion, no longer a symbol of the Republic, guards today's City of Venice: *Pax Tibi Marce – Evangelista Meus.*

Michael Madesker is a Past President of the Royal Philatelic Society, and is currently the International Commissioner for Youth Philately with the FIP. Early Venetian postal history is one of his many philatelic interests, which embrace both Canadian and foreign subjects.

THE TWO CENT QUEBEC TERCENTENARY: SOME NEW FINDS

by Hans Reiche and Mike Sendbuehler

On 16 July 1908 a special issue, commemorating the Quebec Tercentenary, went on sale to the public. The set consisted of eight values, from one-half cent to 20 cents.

A number of varieties are well known, and have been listed for many years by all the catalogues. The half-cent, with the so-called major re-entry and an engraving slip, is one of them. Another variety is listed with the one-cent: a major re-entry showing doubling in "1908", right numeral "1", and "BEC" letters. Another re-entry is listed for the 5 cent value, with doubling on "1908" and "BEC" from position 81 on the sheet. A major re-entry on the 20 cent value at position 21 is the last one listed in the catalogues.

Due to surface cracks, a number of values show hairlines, but these should not be confused with the many guide lines that can be found on almost all values. These guide lines should have been erased before final printing.

After examining a large number of copies of the 2 cent value, plus the four plate proofs, we can report some interesting new varieties. As far as can be determined, most of this information has not been published previously. The varieties listed here are constant. It is obvious, from our study, that the bottom frame line gave some trouble during the printing, and numerous attempts were made to correct the problem. A guide dot is visible in the "P" of "POSTAGE" on most stamps, but a few do not show this dot.

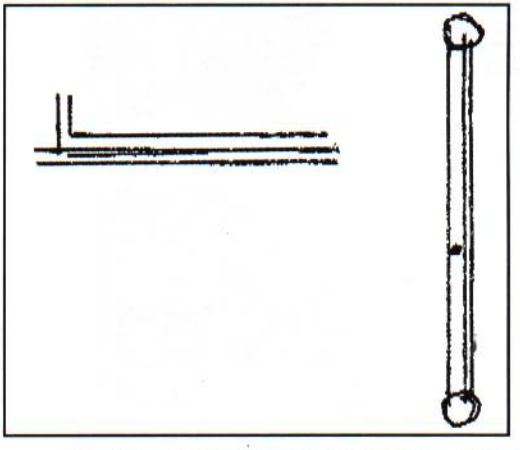
With the cooperation of the Postal Archives in Ottawa, four different plate proofs from Plates 1 to 4 have been examined. The varieties that had been noted on single stamps have been plated as far as these could be located on the proof sheets. Not all varieties could be located. This indicated that the plates had been repaired, re-entered, or retouched after a number of impressions had been made. Plate proofs of such repaired states do not exist.

Plates No. 1 and 2 are laid out with 100 subjects each, and the plate inscription is located above the stamps at positions 5 and 6. Plates No. 3 and 4 are laid out with 200 stamps, and each has a plate inscription at the top and bottom margin. Plate No. 4 has an inverted plate inscription at the bottom.

Although K. Bileski mentioned in his *Plate Block Catalogue* the existence of hairlines, especially on Plate No. 2, no such hairlines could be found on the plate proofs. These cracks occurred at a later stage during the production run.

The large quantity of two-cent stamps printed, 35,100,000, must have required that some repairs be made to the plates. This quantity is far above the normally specified lifetime of a plate, 40,000 impressions. Plates 1 and 2 were approved on 29 January 1908. Plates 3 and 4 were approved 15 July 1908.

Plate No. 3, lower pane, has clear guide dots in the bottom margin below the "C" of "CENTS" on all subjects from plate positions 91 to 100.



A few features make it clear that only a single master die was used to lay down the four plates. The dot in "P" of "POSTAGE" is practically constant with few exceptions. A small flaw can be found in the left space of the vertical rod, and there is an engraving slip below "IIIE" at the lower left of the vignette of Queen Alexandra. These two master die varieties are shown in the sketch at left.

A listing of the varieties follows. The unique features of each have been highlighted to aid in identification.

1. An extensive re-entry with doubling of the right numeral box. The right horizontal shading lines turn slightly downward first and then upward. There is some doubling of the horizontal shading lines below letters "BEC", a fine dot in the top right numeral box, and a dot in "P". From Plate 3, upper position 51.

2. A nice re-entry with slanting shading lines in the right box, extending into the margin; horizontal shading lines above the box sloping slightly downward; bottom frame line is thickened; a fine dot at the top of the right box. From Plate 4, upper pane position 49.

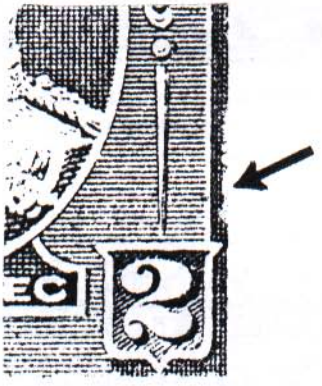
3. Another re-entry of the upper right numeral box; the horizontal shading lines above the box extended, and many touching the frame. Doubling of lines under "BEC". Plate 4, upper pane, position no. 91.

4. A plate scratch, top right margin.

5. A large dot at the top right numeral box, similar to a nailhead variety.

6. A major retouch of the right corner and an engraving slip into the margin. Various dots in the right margin may indicate a wrong entry or worn impression, but it is not noted on the proof sheets.

7. Two constant flaws above the numeral box.



8. A worn right frame line and weak bottom horizontal line. Not noted on the proof sheets.

9. A plate scratch below "C" from an attempted retouch of the bottom frame line. Plate 3, upper pane position no. 20.

10. Another plate scratch below "C" and no dot in "P" of "POSTAGE". A different state exists of this variety. From Plate 2, position no. 40.

11. A retouched bottom frame line below "CENTS". From Plate 3, lower pane, positions no. 59 and 79.

12. A very fine scratch below letters "WO" of "TWO". No guide dot in "P"

of "POSTAGE". From Plate 3, upper pane, position no. 38.

13. A very fine scratch below "S" of "CENTS", sloping downward slightly.

14. Another plate scratch below "TS". From Plate 3, upper pane, position 90.

15. The bottom frame line is thick below "E" and "T". This is probably an attempted retouch. From Plate 3, upper pane, position no. 44.

16. A retouch below "TS" of "CENTS".

17. A similar retouch, with the bottom frame line worn, and many breaks above "CENTS". This may be another state of the above stamp (Variety no. 16).

18. An attempted short retouch, left of "TWO". From Plate 2, position no. 38.

19. A retouched bottom frame line. From Plate 2, position no. 37.

20. Retouch below "CENT". From Plate 3, upper pane, position no. 70.

21. The second horizontal shading line has been retouched, and there is some thickening below "CE". From Plate 2, position no. 57.

22. A very short plate scratch below "NT". Plate 4, lower pane, position no. 78.

23. A strong retouch below "CENTS", from Plate 3, lower pane, position no. 58.

24. Thickening of the bottom frame below "E" and "T" indicates a retouch. The thickening is also visible below "NT" of "CENTS". There is a series of four short stacked horizontal lines below "CENTS", each about 5 to 6 mm long. From Plate 3, lower pane, position no. 22.

25. A retouch below "O CENT" on the bottom frame. From Plate 3, upper pane, position no. 2.

26. The bottom horizontal shading lines left and below the right numeral box have been retouched, and the lines extend into the numeral box and into the margin. From Plate 4, upper pane, position no. 50.

27. There is a retouch of the right frame slightly below the centre of the stamp to correct a weakness. From Plate 3, upper pane, position no. 22.

28. Plate No. 1 shows a large dot in the margin, next to the top right corner at position no. 20.

29. There is a large dot in the "W" at Plate 3, upper pane, position no. 56.

30. The right horizontal shading lines above the right numeral box have been closed by an irregular vertical retouch. From Plate 4, upper pane, position no. 52.

Conclusion

The above findings indicate that some difficulties must have been experienced with the four plates, and many attempted corrections were made. It must be kept in mind that other examples may be found and these should be reported. It is a virtual certainty that any specialized collection should contain some of these interesting varieties.

References:

Unitrade Specialized Catalogue of Canadian Stamps, 1995.
Darnell Stamps of Canada, 1995.
The Rosemary J. Nickle Collection of Quebec Issue Stamps.
Charles G. Firby auction catalogue, 20 October 1988.

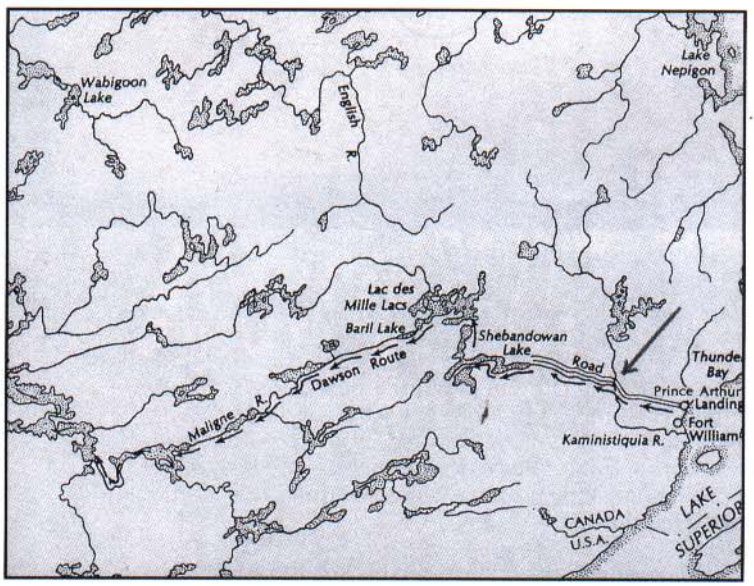
A MATTAWIN COVER

by Bert Foster

Allow me to comment on a cover, a post office, and a postmaster. The cover is postmarked at Mattawin, Ontario, on March 14, 1877. "The Mattawin" is the place where the Dawson Road crossed the Mattawin River. It is also the place chosen by the Canadian Pacific Railway engineers for the railway bridge over the river, and where, some sixty years later, The Trans Canada Highway bridge was built.

The post office here is not on Mr. Campbell's list of post offices in Northern Ontario prior to 1895. It does appear on record at the Archives in Ottawa. The Mattawin post office was opened on 1 December 1876, and closed on 31 July 1879, being open only two years and eight months. The only postmaster was a Mr. John Aitken.

The purpose of this office was to give postal service to the men working on the construction of the C.P.R., and to the few inhabitants who may have settled in the area.



The Dawson Road was part of the route between Thunder Bay and Winni-peg in the 1870s, before the com-pletion of the Canadian Pacific Railway. The short-lived Mattawin post office was located 26 miles from Thunder Bay, not far from the junction of the Mattawin and Kaministiquia Rivers.

The 1877 Mattawin cover. Are any others in existence?

From Post Office Inspector Sweetman's letter to the Postmaster General I quote:

Mattawin is twenty-six miles distance from Thunder Bay and about five miles from Kaministiquia at which point a post office was kept in operation during last winter in charge of Mr. Thomas Taylor.

The establishment of a post office at the Mattawin would be almost entirely for the accommodation of the Railway Employees. For the convenience of the actual settlers I am inclined to think that Kaministiquia would be the place for the office.

We know that the post office was established at the Mattawin. Mr. Emery

Lalonde had the first contract to convey the mail weekly from Thunder Bay to Mattawin and return. On 22 January 1877 Inspector Sweetman reported to the Postmaster General:

> An agreement has been entered into with Mr. Emery Lalonde for a weekly service thereto from Thunder Bay at the rate of $5 per trip, distance twenty-six miles. The agreement with Mr. Lalonde to continue during your pleasure.

As stated earlier, this office closed on July 31, 1879. It was removed to English River in a very strange way.

On this matter, Inspector Sweetman reported to the Postmaster General as follows:

> I have now the honour to state that I find that some two or three months since Mr. John Aitken, the postmaster, proceeded to English River, a point on the Canadian Pacific Railway, one hundred and thirteen miles distance from Fort William and without any authority from the Department removed the Post Office from Mattawin to English River. The mails were conveyed to Mattawin by Mr. James Conmee who had the contract between Thunder Bay and Mattawin at the rate of $250 per annum.

According to his descendants, several of whom still reside in the area, the Mattawin postmaster, John Aitken, was born in Scotland and educated as a school teacher. He was a cousin to press baron Lord Beaverbrook (William Maxwell Aitken, 1879-1964). The first reference to him and his wife in the Mattawin area is as a members of Simon Dawson's party. Mrs. Aitken acted as a cook for the group.

The Mattawin post office was opened in large part as a convenience for the construction crews of Sifton and Ward, the construction firm with the contract to build the first section of the Canadian Pacific Railway northwest of Thunder Bay. The railway paralleled the Dawson Road at the crossing of the Mattawin River.

One warm sunny day, while having lunch at the Mattawin, John Aitken remarked, "I am going to call this place Sunshine." They decided then to make their home there. Years later, when John Aitken died, Mrs. Aitken had his body returned to Scotland for burial.

Today the area is still known as "Sunshine" and is very much as it was then. It is part of the small unorganized township of Dawson Road Lots. Anyone visiting now would see only a small roadside tavern, the two bridges, and the river.

The journey taken by the 1877 cover can be reconstructed as follows. It began its journey down the old Dawson Road to Prince Arthur's Landing, where it was backstamped "THUNDER BAY/ONT./MAR 15/77" as a transit marking.

The time being late winter, the boats would not yet be running, and the winter route would still be in effect. This would take the letter via Pidgeon River and the old Dog Trail to Duluth. From Duluth the mail moved east by train, reentering Canada at Windsor, Ontario. From there it went to Hamilton, Ontario, where it was backstamped on April 2, 1877. It arrived in Liverpool, England on 16 April 1877, as noted by the marking on the front. Delivery at Royston the following day is confirmed by the receiving mark on the back.

But the journey for this cover was not over. The item found its way back to Canada and to eastern Ontario, where its significance was recognized. Finally it returned to northwestern Ontario, and on August 14, 1995 it was taken back to the Mattawin, the last portion up the old Dawson Road to the spot where, 118 years and five months earlier, its journey had begun.

The site of Mattawin Today: As well as the C.P.R. and Trans Canada Highway bridges, the site of the Mattawin post office is marked today by this roadside tavern.

Bert Foster is a Life Member of both the RPSC and the Lakehead Stamp Club. He is interested in contacting any readers with other Mattawin covers. He can be reached at 172 Burriss St., Thunder Bay, ON P7A 3E4.

MUNICIPALITIES PLAY HARDBALL WITH LOCAL STAMP CLUBS

by Tony Shaman

As budgets become strained in most municipalities across Canada, and with ratepayers in no mood for tax increases, town and city councils are turning increasingly to the introduction of new charges and user fees. In Ontario, new or revised Hawkers and Peddlers bylaws are posing a threat to the viability of local stamp shows. This is the experience of one local club, the Kitchener-Waterloo Philatelic Society.

With a population of about 85,000, Waterloo, Ontario is the last municipality of its size to pass a Hawkers and Peddlers bylaw, according to Assistant City Clerk Deborah Bricknell. The rationale for the bylaw, she says, is to protect local retail merchants from unfair competition posed by transient peddlers who do not contribute to the city's tax base, support local initiatives and charities, or provide local employment. In Waterloo's bylaw, hawkers and peddlers are defined, in part, as "...any person who goes from place to place with goods, wares, or merchandise for sale within the municipality..."

The City of Waterloo includes in its classifications of transients the out-of-town stamp dealers invited by the Kitchener-Waterloo Philatelic Society to participate at STAMPFEST, the club's annual show and bourse. Fee for a Hawkers and Peddlers licence for the club's one-day show is $500. Non-payment of the fee carries a fine of up to $2,000.

The Kitchener-Waterloo Philatelic Society already pays the city somewhat in excess of $250 for the facility it rents for its annual show. With the addition of the $500 licence fee, the amount the club would pay to the City of Waterloo would exceed $750.

Dealers at the show now pay $40 for a table. The additional $500 levy, divided among fifteen or so dealers, would boost the fee per table to the $75 range. For a show the size of STAMPFEST, this amount is excessive. City of Waterloo bylaw enforcement officers disagree.

Don Perron, Licencing Clerk for the City of Waterloo and a former marketing employee at Canada Post, takes the view that the $500 Hawkers and Peddlers fee can easily be passed on to the dealers. "These dealers have no overhead and are accustomed to paying the fee," he insists. One needs to question this assumption.

The Kitchener-Waterloo Philatelic Society takes the position that its show,

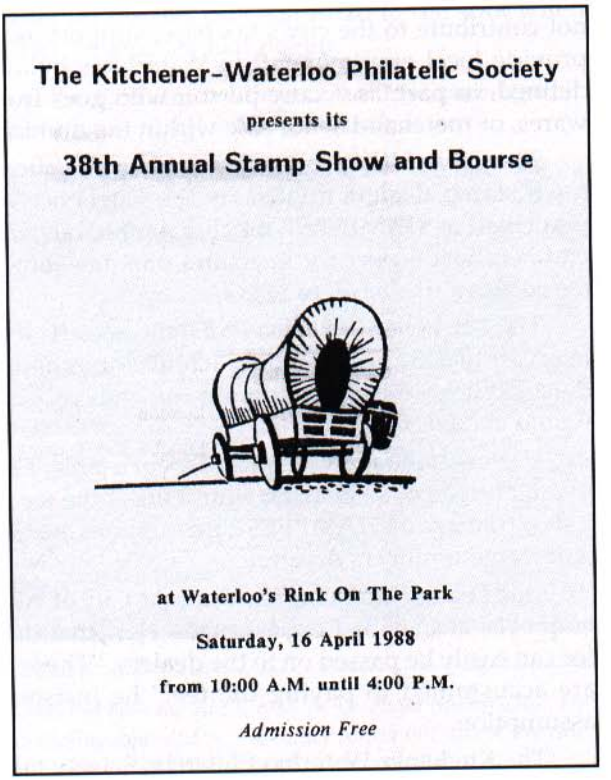
in addition to generating a few dollars used to help meet its ongoing operating expenses, also serves as a venue to educate prospective new collectors of the benefits that the hobby provides. A portion of the proceeds raised at STAMPFEST is used by the club to cover the costs of running its junior stamp club.

Harold Beaupre, a long-time stamp shop owner in Waterloo, agrees with the club philosophy that one of its primary functions should be to provide a service to twin city and area collectors. "I have always supported the K-W Philatelic Society show and bourse and I think that Waterloo bureaucrats are wrong to impose a Hawkers and Peddlers fee on the club." Bricknell disagrees. "The bylaw is there to protect merchants like Beaupre," she counters. These opposing viewpoints have resulted in a situation where local bureaucrats insist on providing protection, misguided though it is, to someone who does not want it.

"The local show always had a positive impact on my business because out-of-town collectors would come by my store and make purchases," explains Beaupre. "Those were sales that I would not have had had the club not held the show," he adds.

Authorized under the Municipal Act in Ontario, Hawkers and Peddlers bylaws enforced against local stamp clubs appear to be nothing more than a quick cash grab for municipalities. What other logical explanation is there? Town councils and bureaucrats will argue that these bylaws protect local merchants from out-of-town dealers, but this argument does not withstand scrutiny.

Firstly, stamps, unlike rugs, leather jackets, paintings, or jewelry, sold by transients out of a hotel lobby, or from their vans parked on a street corner, are not big ticket items purchased by customers looking for bargains.


The Kitchener-Waterloo Philatelic Society

presents its

38th Annual Stamp Show and Bourse

at Waterloo's Rink On The Park

Saturday, 16 April 1988

from 10:00 A.M. until 4:00 P.M.

Admission Free

The 1988 show program for the Kitchener-Waterloo Philatelic Society's STAMPFEST. Like many local shows, this one has been held in municipally-owned facilities for many years. The free admission emphasizes the educational and recreational aspects of the hobby. Hawkers and Peddlers bylaws threaten the viability of such shows.

Collectors buy stamps because they need them for their collections, not because dealers at a stamp bourse undercut the local dealer's prices. (Stamp prices at a show are probably comparable to those charged at a stamp shop.)

Secondly, out-of-town visitors to a stamp show frequently bring along family members and non-collecting friends. These non-collectors often shop in town or at a nearby shopping mall, eat at a local restaurant, buy gas, and generally benefit the local economy.

Thirdly, a stamp show introduces potential new clients to the local dealer who invariably rents a bourse table at the show.

What our local politicians and bureaucrats do not seem to understand is that a $500 fee for a small-town show such as Kitchener-Waterloo's STAMPFEST is excessive and cannot realistically be passed on to dealers who are, for the most part, in the business part time. Nor do the sales of dealers at these small, one-day shows justify a near doubling of the bourse fee.

Admittedly, Ontario municipalities are strapped for cash as a result of cut backs in provincial funding, but despite the Kitchener-Waterloo Philatelic Society's willingness to pay its fair share—the cub already pays a $250-plus fee to the City of Waterloo for show and bourse facilities—an additional $500 is unreasonable. As is customary for clubs in southwestern Ontario, visitors to stamp shows do not pay an admission fee, although this practice may now have to change if clubs are coerced into paying Hawkers and Peddlers fees to their municipalities.

Because Hawkers and Peddlers bylaws cannot possibly protect the local stamp dealer from competition from other dealers, are these licence fees anything but a fast cash grab? After extensive correspondence, phone calls, visits to city hall, and finally an appeal before the City of Waterloo council, the Kitchener-Waterloo Philatelic Society's $500 fee was exempted for one year. However, council made it clear that the one-year deferment was granted only because show organizers had their budgets set and their other financial arrangements in place before the city passed its bylaw late in 1995.

The good news is that STAMPFEST '96 could proceed, but the basic problems associated with Hawkers and Peddlers bylaws as they pertain to stamp shows remain unresolved. What these issues may mean for the future is not clear. If all municipalities in Ontario, and possibly those in other provinces, insist on enforcing their Hawkers and Peddlers bylaws against stamp clubs, the end of these local club shows as we know them may be near.

If that were to happen, the future well-being of our hobby would suffer. These yearly shows benefit everyone connected with them: dealers, collectors, organizers, and certainly the cities where these shows are held. Not only do out-of-town visitors spend money at the bourse, they also spend money at local business establishments. What is more important, a stamp show provides publicity and goodwill for the host municipality that is worth more than the $500 cash grab legalized by a Hawkers and Peddlers bylaw.

A long time member of the Kitchener-Waterloo Philatelic Society, Tony Shaman has served in various executive positions and as Chairman of the STAMPFEST show committee. He is also a feature columnist for Canadian Stamp News.

THE TALL ONES

by Jay J. Edward

Sailing ships have long been favourites with thematic and topical collectors. A recent set of four stamps from Belgium salutes sailing ships from four countries. All four stamps are 16 franc values, and were designed by Johan Mahieu. Printed by rotogravure on polyvalent phosphorescent paper, they were issued on 21 August 1995, in booklet format only. The perforation is 11-1/2.

Mercator

The *Mercator*, a three-masted Belgian bark (barkentine) of 778.86 gross registered tons, was built in 1932 by Ramage & Ferguson Ltd. of Leith, Scotland for the Belgian government. The ship was named *Mercator* after the famous 16th century cartographer. The *Mercator* was put into service as a sailing ship and was also used for special purposes. In 1935 she went to Easter Island on a scientific expedition. In 1936 she repatriated the remains of Father Damien, the sainted leper priest, from Cristobal to Antwerp. In 1939 she was in New York at the World's Fair.

The ship, which measures 78.4 m long and 4.2 m in draught, has a height of 41 m above the water line and a sail area of 1,400 square metres. In 1960 the *Mercator* was taken out of service and in 1964 was moved from the port of Antwerp to Ostend, where she now serves as a museum ship.

Kruzenstern

The *Kruzenstern*, a four-masted sailing freighter, was built in 1926 by J.C. Tecklenborg Wesermünde of Bremerhaven, Germany for the Hamburg ship owner Laeis. She was initially named *Padua*, and was put into service as a carrier of South American saltpetre (potssium nitrate). Later, she carried grain from Australia to Germany. During World War II she was berthed in the harbour at Flensburg. In 1946 she was transferred by the Russians to Sinemünde, where she was renamed the *Kruzenstern* after the famous 19th century Russian navigator Adam Ritter von Krussenstern.

Currently she serves as a training ship for the Russian Ministry of Fisheries. Her home port is presently Riga, Latvia.

The *Kruzenstern* is listed as 3,257 gross registered tons, and is 114.9 m long, with a draught of 7.01 m. Her mast towers 55.3 m above the deck, and she has a sail area of 3,400 square metres.

Sagres II

The *Sagres II* is listed at 1,869 gross registered tons. She is 89.51 m long and has a draught of 6.00 m. With a mast height of 45 m above the water line, she can unfurl sails with a total area of 1,796 square metres. The ship is owned by Armada Portuguese, and her home port is Alfeite, Portugal.

This three-masted bark was built in Hamburg, Germany in 1937 by the firm Blohm & Voss, and was named the *Albert Leo Schlageter.* At the end of World War II she was taken over by the United States. Later she went to Brazil, where she served as a training ship under the name of *Guanabara.*

In 1961 the Portuguese Navy bought the ship as a replacement for *Sagres I.* The name Sagres originated from the Portuguese port of that name, where many famous sea captains began their voyages of discovery in the 16th and 17th centuries. The bow of the ship is decorated with a sculpture of Henry the Navigator, who founded the world's first naval college in Sagres. On all the square sails is displayed the Lusiads Cross, from the famous epic, *The Lusiads,* which sings of the heroism of the Portuguese navigators.

Amerigo Vespucci

The *Amerigo Vespucci,* a three-masted full-rigged vessel, was built in 1930 as a school ship for the Academia Navale in Livorno, Italy. The ship was named after Amerigo Vespucci, the Florentine explorer who went on four voyages to South America between 1497 and 1504. His full-length statue decorates the ship's bow.

So far the *Amerigo Vespucci* has been used only as a school ship by the Italian Naval Academy. The ship is richly decorated above and below decks, making one almost forget she is a training ship.

The *Amerigo Vespucci* has a displacement of 3,550/4,100 tons. Her length is 100.5 m, and her draught is 7.06 m at its maximum. The main mast reaches 40 m above the deck, and she sports a sail area of 2,533 square metres. The *Amerigo Vespucci's* home port is La Spezia, Italy. She was built by the former Royal Shipyard in Castellamare di Stabia, Italy.

Special Cancels

Special cancellations were in use with this issue. The first day cancels, depicting stylized sailing ships, were used at the main post office in Brussels on August 21, 1995. Six others, depicted below, were used for advanced sales on August 19-20. Different views of the *Mercator* are on the cancels from Tongeren and Zeebrugge.

The *Amerigo Vespucci* appeared on cancels used at the headquarters of the Royal Belgium Football Association in Brussels. The *Kruzenstern* (at Leuze en Hainaut), and the *Sagres II* (at Saint-Georges) were also depicted.

THE SAGA OF THE *EARL GREY*, A REMARKABLE CANADIAN MAIL SHIP

by Patrick Campbell

This is the story of one of the most amazing little Canadian ships that ever sailed the seas. Over a period of 50 years, she fought every force of man and nature, yet ended her days of honourable service in a museum in the Soviet Union.

Our story really has to begin in the fine harbour of Pictou, Nova Scotia, which served for a number of years as a postal crossroads of Canada. The first mails probably came overland in the late 1790s from Halifax, and proper mail routes were soon set up on foot, and later by horseback and by coach, to bring the transatlantic mail from Liverpool via Halifax, overland to Pictou, then onwards to Prince Edward Island by schooner.

By 1832 Samuel, and later Joseph Cunard had contracts to take mail to Charlottetown and also to Quebec where mail could move into Canada. By 1845, the Canadian mail began to be routed through Boston, but there was still need for the Pictou-to-Charlottetown steamers, and later for steamers to travel from Pictou to Quebec to link up with the Allan steamers to Liverpool. By this time a rail link had been established from Halifax to Pictou Landing, but steamers still had to provide the link to Prince Edward Island. This route was really only feasible in summer, for the Northumberland Strait was ice bound in winter, and mail was sometimes delayed for up to a month between December and April.

In an attempt to solve the problem, the *Northern Light*, a wooden ship, was replaced by the *Stanley* and the *Minto*, both ships of steel construction with icebreaking capabilities. The *Stanley* was a 914-ton vessel, built in Govan, Scotland, in 1888. The *Minto*, of which more anon, was of 1,089 gross tons, and built in Dundee, Scotland. These vessels were used for several years, but the *Stanley* gave poor service. Sometimes the *Stanley* operated from Pictou and the *Minto* from Georgetown, P.E.I., and, on occasion, the two ships arrived at the edge of ice, and transferred passengers and mail across the ice to each other.

The winter of 1905 was particularly harsh, and finally an order, valued at $501,266, was placed with Vickers of Barrow-in-Furness for a more suitable vessel. The *Earl Grey*, the subject of this story, was the result.

Perhaps here it would be useful to say a word about icebreaking and icebreakers. It should be obvious that a rowboat can move through thin ice on a pond, and that a wooden sailing ship could force its way through thin pack ice

that had been broken up by wave action. Steel-hulled vessels could force their way through somewhat thicker ice, but with increasing risk as the ice got thicker. The danger increased when the ship became frozen into the ice, for then the movement of the ice, driven by wind and wave action, could crush the vessel or cause distortion in the hull and the seams would open. One school of thought gave some ships rounded bottoms, so they would be lifted rather than crushed, but they were poor shapes to sail on ice-free seas.

The next line of thought was to produce reinforced or "ice-forcing" ships for exploration or cargo carrying in the Arctic or Antarctic. These took the form of wooden ships with double skins, multiple ribs, and heavy cross bracing, or steel hulls with sturdy construction and thick skins.

Finally, we come to true icebreakers, ships with massive construction, very powerful engines, and carrying great reserves of fuel, but no space for cargo except to supply the ship and its crew. These vessels were used to break up ice in a river or a harbour, so it could float away, or force a passage through the ice for the cargo vessels which would follow. There were two basic types. The first, and most common, was the type with a long sloping stem (the forward member of the ship that runs from the bow, down under the water, until it meets the keel). With such a construction, the ship either cuts its way through the ice, throwing it aside, or, if the ice is very thick or in ridges, the ship rides up over the ice, until the huge weight of the vessel crushes the ice beneath it, and the ship proceeds in a series of rushes forward, then going astern, then moving ahead again. Most of the world's icebreakers operate like that, although there are modern refinements that need not be discussed here. These vessels are normally very broad-of-beam, so they crush a wide passage for the ships that follow.

The second, and very rare, type is the "ice-cutter,"and that was the design chosen by Vickers for the *Earl Grey*. These vessels are relatively long and narrow, and they cut their way through the ice, pushing it aside as they forge ahead. The design was probably selected for the conditions encountered in the Northumberland Strait, but the builders could never have foreseen the astonishing future ahead of their brain-child. The *C.G.S. Earl Grey* looked more like a luxury yacht than an icebreaker, for she had a splendid clipper-bow, and a lean and rakish look. The presence of a long bowsprit and two masts, both raked well aft, and an overall white paint scheme, made her a most attractive vessel.

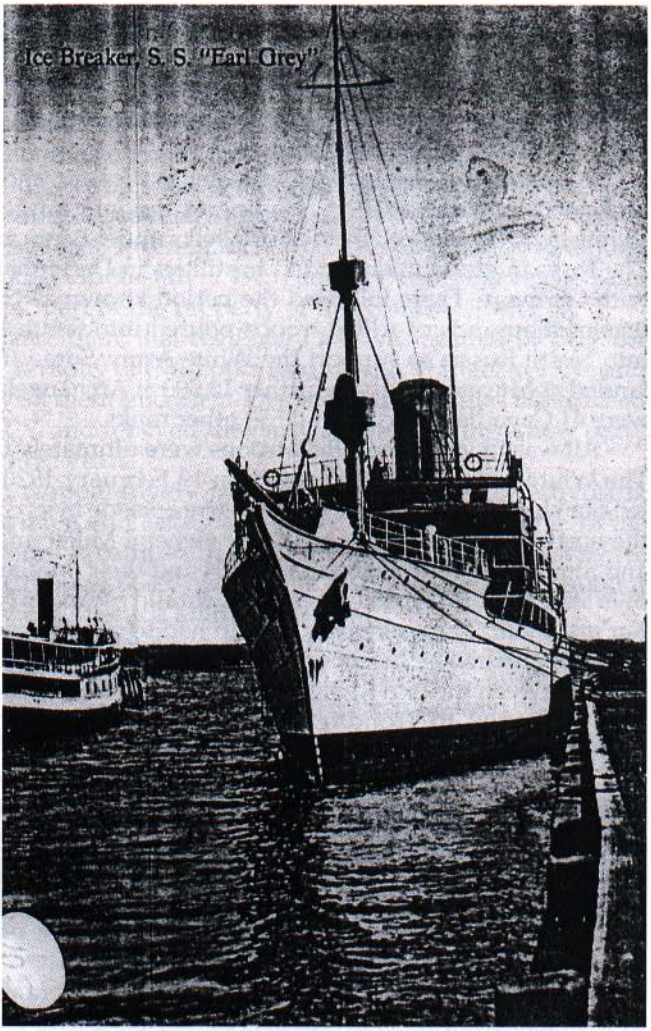
The *C.G.S.* designated her a Canadian Government Ship, with a tonnage reported as 3,028, which included 750 tons of coal, over twice what a similar sized cargo vessel would carry. The engines produced 7,900 horsepower, very powerful to suit the role.

In the winter of 1909, the *Earl Grey* began delivering the mail from Pictou to Prince Edward Island, and proceeded to give very satisfactory service for the next five years.

To go back a little, the name *Earl Grey* had been chosen for the very popular Governor General of Canada, Albert Henry George Grey (1851-1917), who was appointed to his post as the King's representative in Canada in December of 1904. Earl Grey had been born in Howick, Northumberland in 1851, and had been a Member of Parliament in Britain and an administrator in Rhodesia. Much of his effort was directed towards bringing Newfoundland into union with Canada,

and he is remembered for presenting, in 1909, the Grey Cup as Canada's foremost football trophy. In the summer of 1910, the *C.G.S. Earl Grey* sailed north and around Hudson Bay, and picked up Lord Grey, who had been visiting the proposed site of the port of the Hudson Bay Railroad. This was a good practice run for what lay ahead.

Then, unfortunately, world events caught up with the *Earl Grey*. On 1 August 1914, Germany declared war on Russia, and moved into Luxembourg and Belgium. On 4 August 1914, Great Britain declared war on Germany, and World War I began.



The brand new icebreaker Earl Grey *was portrayed on a pre World War I postcard, when the vessel carried the mail between Pictou and Prince Edward Island.*

In September, a message was forwarded from Russia through the Colonial Office[1] to the Canadian government asking if Canada would be able to sell one or more icebreakers to Russia for use at their northern port of Archangel. The Russians argued that it was very important, from a military point of view, to keep this channel of supply open, for the Baltic was too hazardous, and the Dardanelles ceased to be available as a shipping route when Turkey joined the Central Powers in October.

Canada responded handsomely[2] with the offer of both the *Earl Grey* (for £100,000), and the *Minto*, and both set sail for Russia, manned by Canadian naval crews as the ships had been transferred to the Naval Service Department. The *Earl Grey*, with Commander Trousdale R.N. on the bridge, arrived safely after a passage of fourteen days, but the *Minto*, unfortunately, was wrecked on the coast of Norway in 1915.

The *Earl Grey*'s crew turned the ship over to the Russian authorities, and many of the crew returned to Canada by regular steamer for further service in the Canadian Navy. The Russians renamed the ship *Kanada* and she commenced her wartime work of keeping the White Sea ports open, and ensuring a winter service between Archangel and Murmansk.

In Russia, the war led from disaster to disaster, and Czar Nicholas II finally abdicated in March of 1917, leading to the interim government of Alexander Kerensky, to be replaced by the Bolsheviks under Lenin and Trotsky in November. The Russian government ended hostilities in December, and began peace talks with Germany. There followed the period known as "the Allied Intervention;" tens of thousands of Allied troops poured into South Russia, into Siberia, and into North Russia to support the White Army. Some 16,000 Allied troops were landed at Murmansk, and a further 13,000 at Archangel. Included in the number were 41 Canadian officers, and 554 other ranks.

All was in vain; the Allied troops were ultimately taken out by troop ships. The White Army finally collapsed on 19 February 1920. The collapse, however, led our ship *Kanada* into the most bizarre episode in its career. The White Army in the north had been led to the last by General Miller and it was decided that he, and almost 1,000 government officials and their families, as well as some of his own staff and the British Liaison staff, should escape to Norway by the icebreaker *Koz'ma Minin*. The overcrowded ship had to run the gauntlet of shore batteries, and was pursued by the *Kanada*, which had been seized by the Bolsheviks. A gun battle between the two icebreakers did not, however, take place, and the *Koz'ma Minin* escaped to Trondheim. The Bolsheviks renamed the *Kanada* the *III International*.

While peace was restored on land, the ocean is never at peace and we soon find the *III International* rescuing the crew and passengers of the vessel *Solovey Budimirovich* which had been beset by ice and was drifting helplessly in the Kara Sea.

In June of 1921, our friend was rechristened again, this time as the *Fedor Litke*, named after the famous nineteenth century Arctic explorer who made a number of voyages into the Arctic from 1821 to 1824 in which he produced detailed charting of the western coast of Noyaya Zemlya.

The *Litke*, a name she was to keep for the remainder of her career, was transferred to the Baltic in August of 1923, and then made a passage of the Baltic and the Mediterranean in the summer of 1925. For the next four years she kept the traffic moving through the winter ice of the Black Sea and the Sea of Azov.

In the summer of 1929, the *Litke* was off again, passing through the Suez Canal on her way to Vladivostok to lend a hand in a series of strange events taking place in the Chukchi Sea that are too complex to report here except in summary.

For many years there had been reports from native hunters that there was a mysterious land in the Chukchi Sea, and various expeditions, Russian and

American, confirmed its existence. An American, Thomas Long, named it Vrangel (or Wrangel) Island after F.P. Vrangel, who had first reported sighting the island in 1823. In 1911, two Russian vessels, the *Vaygach* and the *Taymyr*, were engaged on a series of scientific expeditions from the Bering Strait into the northern seas.

During one of her northern forays, the *Vaygach* surveyed the shores of Vrangel Island, and later expeditions completed the charting and found coal deposits. Shortly before, in 1912, the Imperial Government of Russia had issued a communiqué claiming a number of northern islands, including Vrangel, as "forming a northern extension of the Siberian continental platform." Such a claim did not deter the Canadian explorer Vilhjalmur Stefansson, for he decided that Vrangel Island would offer an ideal location for an airport to be part of a network of transarctic air routes between Europe and the Far East, so he wished to establish Britain's, or Canada's, sovereignty in the area. Accordingly, he landed a small expedition on Vrangel in the fall of 1921, and even got Mackenzie King to claim that Vrangel was "part of the property of this country [Canada]."

It was to Vrangel Island, then, that the *Fedor Litke* was headed in 1929, for the Russians had placed a colony of Chukotka Eskimos on Vrangel in 1926, and no ship had been able to visit them since then. Despite heavy ice, the *Litke* reached Vrangel on 28 August 1929, and relieved the party ashore, leaving a new party to carry on for the next three years.

There followed two comparatively tranquil years keeping Vladivostok Harbour clear of ice in winter, and acting as a water carrier in summer. In the winter of 1931-32 came more stirring stuff, for three steamers were beset by ice in the Sea of Okhotsk. Although beset herself, the *Litke* was able to break out after drifting for 61 days, and rescued all three vessels.

About this time the *Litke* acquired one of the little Shavrov SH-2 amphibian flying boats from the production line at the Krasni Letchik (Red Airman) plant in Leningrad. These little aircraft were carried on the stern, as seen on the 1976 Russian stamp portraying the *Litke*, or could be folded up and crated when not in use.

The Earl Grey *has never appeared on a Canadian stamp, probably because only five of the vessel's 50 years were spent in service in this country. As the* Fedor Litke, *the ship was portrayed on a 1976 U.S.S.R. stamp (Scott 4534, SG 4600), one of a set of five commemorating icebreakers.*

Litke's next task was to escort the first convoy ever to reach the mouth of the Kolyma. The convoy was forced to winter in Chaunskaya Bay, but they all discharged their cargoes and, with *Litke*'s help, returned to Vladivostok. On this voyage, the medical officer aboard the *Litke* was Dr. L.M. Starokadomskiy, author of the book *Charting the Russian Northern Sea Route*, which gives a fascinating account of the Arctic Ocean Hydrographic Expedition of 1910-1915, including the voyage of the *Vaygach* and the *Taymyr* through the Northern Sea Route from east to west between June of 1914 and September of 1915. This was the first time this feat had ever been accomplished, but it took two seasons, for the two ships spent one winter frozen into the ice just west of Cape Chelyuskin.

Now came another adventure, but one that came at a time when the *Litke* was seriously weakened and leaking from damage received on the Kolyma convoy voyage. A Russian steamer, the *Chelyuskin*, had tried to sail through the Northern Sea Route from west to east, and had been within 25 miles of the Bering Strait when her progress was stopped by ice, and she was driven back northwards into the polar seas. On 10 November 1933, the *Chelyuskin* radioed the *Litke* asking for help. The *Litke* set sail from Providence Bay, in its damaged condition, and short of coal, hoping to proceed up the Alaskan coast and then to break through the ice fields to rescue the *Chelyuskin*. It was soon apparent, however, that the *Litke* was leaking so badly that, had she run out of fuel, the loss of her steam pumps would have resulted in her sinking, so the *Litke* had to return to port.

The *Chelyuskin* was finally swept back along the coast, and crushed by the ice on 13 February 1934, leaving 104 men, women and children on the ice. Their ultimate rescue by air constitutes one of the most stirring events in the exploration of the Arctic.[3]

The Litke, meanwhile, made her way to Japan, where she underwent some rather makeshift repairs before being declared fir for her greatest adventure of all. In June of 1934, *Litke* set out from Vladivostok, around Cape Dezhnev, and westward in an attempt to reach Murmansk in a single season! On the way, in passing, she rescued five vessels that had been forced to winter near Cape Chelyuskin, and continued on her way. Having reached Murmansk on 20 September, she sailed onwards around Norway and through the Baltic to reach Leningrad on 7 November. Not bad for a twenty-five year old ship! The *Litke* had achieved the first single-season east-west passage of the Northeast Passage in history and, so far as I can trace, was only the second vessel in history to circumnavigate the Eurasian continent. It had been done once before by A.E. Nordenskiold in his little steamer *Vega*, in the years 1878 to 1879. That also was an astonishing feat, for the *Vega* was a wooden vessel with a 69-horsepower steam engine. The *Vega*'s voyage, by the way, had made use of the Suez Canal, which had been opened ten years earlier.[4]

For the *Litke*, however, there was no rest. She was soon back on the Northern Sea Route, shepherding convoys to and fro. During the disastrous 1937 season, *Litke*, like so many others, was trapped with a convoy not far from Cape Chelyuskin, to be released by the *Yermak*, an even older icebreaker.[5] The object of their voyage was to rescue the ice-reinforced ship *Sedov*,[6] drifting rudderless in the Laptev Sea. The *Sedov* had been beset by ice in October of 1937, but the *Yermak* and *Litke* were unsuccessful in their rescue, and the *Sedov* drifted on

until January of 1940, when she was released by the newly-built icebreaker *Josef Stalin* after 812 days of drifting right across the Arctic, almost half a circuit of the globe at that latitude!

Returning to the *Litke*, we now find her beginning her second spell of wartime service. The summers were spent along the Northern Sea Route, and the winters in escorting Allied convoys to and from Arkhangelsk.

With the war over, the *Litke* was used on a scientific voyage in 1955, during which she reached 83° 11′ N. latitude north of Svalbard (Spitzbergen). This stood as a record for surface ships under their own power until 17 August 1977, when the Russian icebreaker *Arktika* (of 23,460 tons) reached 90° N., assisted considerably by her 75,000 horsepower nuclear engines.

In 1959, at long last, the *Litke* was retired from service and broken up after 50 glorious years, but her wheelhouse was removed, and is still to be seen in the Moscow Marine Museum. Not a bad end for a little ship designed to carry the mail between Pictou and Charlottetown!

Charlottetown, P.E.I. & Pictou, N.S.

Freq. Dy.	Miles	Time Table — Season 1925		Freq. Dy.
P.M.				A.M.
8.30	0	A.....	CHARLOTTETOWN ..... L.	8.15
4.30	60	L.....	PICTOU ..... A	12.15
				P.M.

The Earl Grey's *Old Job: While the* Earl Grey *was experiencing a long series of adventures under the Russian flag as the* Fedor Litke, *the service for which it had been constructed, an all-season mail route between Pictou and Charlottetown, continued in the custody of other vessels. This Post Office Department schedule from 1925 shows that four hours were allowed each way for the daily trip.*

Notes

1. The note was supported by a telegram from the Secretary of State, Harcourt, stating that no such vessel was available in Britain, and that His Majesty's Government hoped that Canada could accede to the request.
2. Order in Council PC 2522, 6 October 1914.
3. See article "Chelyuskin" in *Rossica Journal* No. 90/91, 1976.
4. The first west-to-est crossing of the Northeast Passage had been accomplished by the *Sibiriakov* between July and October of 1932. She was an ice-reinforced ship of 2,600 tons, built in 1909. Her captain was Voronin, who also commanded the *Chelyuskin*, whose voyage was noted above.
5. The *Yermak* had been built in Newcastle in 1899 as the brainchild of Admiral S.O. Makarov, the father of icebreakers. *Yermak*'s rounded lines were the basis for the design of the *Vaygach* and the *Taymyr*, which were virtually identical to each other. *Yermak* was of 8,250 tons, and she carried 200 tons of coal for her 9,500 h.p. engine. She may be well worth an article of her own.
6. The *Georgiy Sedov* had been built in Great Britain in 1910 as a deep-framed shelter decker for the Newfoundland trade, so she was a cargo vessel with some capability in ice. She was transferred to Siberia in 1919.

A long time member of the Lakeshore Stamp Club, Patrick Campbell of Pierrefonds, QC is known for his eclectic interests and knowledge, both philatelic and non-philatelic.

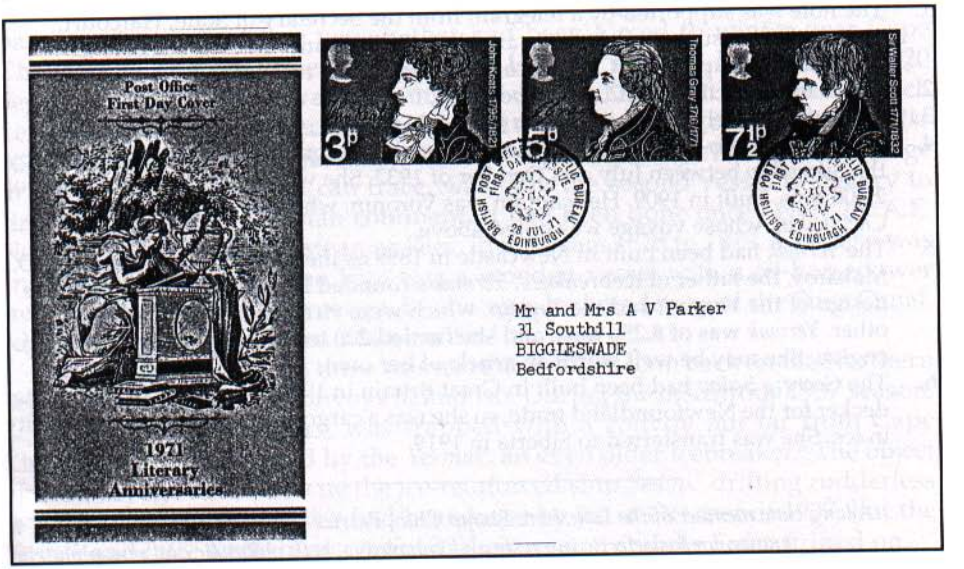
JOHN KEATS, APOTHECARY AND POET

by Percy Cole

Last year, in 1995, we celebrated the 200th anniversary of the birth of John Keats. Born in 1795, he was the son of a livery stable manager in London. His father was killed in a fall from a horse in 1804, and shortly afterward he was sent to school in Enfield. His mother remarried, but soon separated from her new husband, and went to live with her mother. In February 1810 his mother died of tuberculosis and John went to live with his guardians, Rowland Sandell and Richard Abbey.

At the end of 1810 he was apprenticed to Thomas Hammond, a surgeon, of Edmonton. In 1814 he quarrelled with Hammond, and went to live in London. There he studied St. Thomas' and Guy's hospitals. In July 1816 he passed the examination at Apothecaries Hall, making him eligible to practice apothecary, physician, or surgeon.

In 1814 and 1815 Keats began writing verse, and in May of 1816 his first published poem appeared in *The Examiner.* During the winter of 1816-17 he decided to devote himself entirely to poetry. In 1817 his volume, *Poems,* was published by C. & J. Ollier.



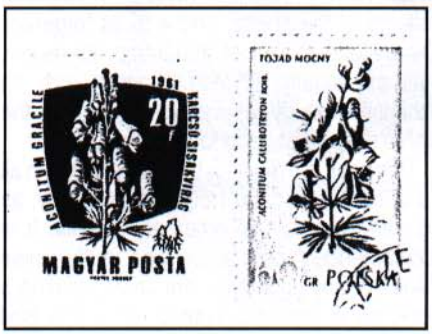
In 1818, after a walking tour of the Lake District and Scotland, which included Ayr, Glasgow, Inverary, Oban, and climbing Ben Nevis, he was taken ill with a sore throat and a chill. He was advised to return home, where he found Tom, his youngest brother, ill. In November of 1818 he met Fanny Brawne, to whom he was later engaged. In February 1819 he wrote "The Eve of St. Mark," and before June had written his great odes: "On Indolence" in March, "On a Grecian Urn" in April, and "To a Nightingale" a week or two later. The medical and pharmacy training of John Keats is evident in the first few lines of "Ode to a Nightingale:"

My heart aches and a drowsy numbness pains
My sense as though of Hemlock I had drank
Or emptied some dull opiate to the drains
One minute past, and Lethe-wards had sunk...

Left to right: Belladonna (Poland No. 2410, issued 1980; Jugoslavia No. 470, issued 1957); opium poppy (Egypt No. 1101, issued 1979).

There are also medical and pharmaceutical allusions in his "Ode on Melancholy:"

No, no go not to Lethe, neither twist
Wolf's Bane, tight rooted, for its poisonous wine;
Nor suffer thy pale forehead to be kiss'd
By Nightshade, ruby grape of Prosperine.

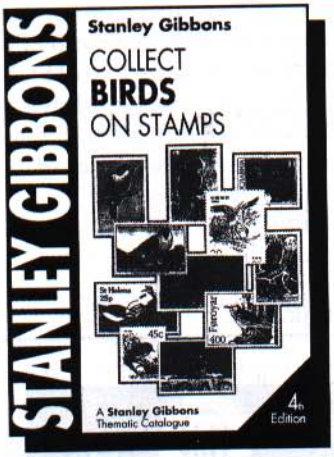


Aconitum, also known as Wolf's Bane or Monk's Hood, on No. 1418 of Hungary (1961) and No. 1068 of Poland (1962).

In December 1819 Keats was suffering from poor health, but became engaged to Fanny Brawne. In February 1820 he realized that he had consumption, and that it was his death warrant. By June of 1820 he had attacks of blood spitting. His doctor ordered him to go to Italy, and he sailed in September with Joseph Severn, the artist. They were held up in quarantine in Naples, and did not reach Rome until November. Keats suffered a relapse in December and died in February 1821. He is buried in the Rome Protestant cemetery.

A pharmacist by training, Percy Cole specializes in medicinal subjects on stamps. He is treasurer of the Guelph Stamp Club.

New on the Philatelic Bookshelf...



Collect Birds on Stamps. Compiled by Hanne and Jens Eriksen. Fourth Edition. Publisher: Stanley Gibbons Ltd. Softcover, large format, 288 pages. Distributed in Canada by Lighthouse Publications, 255 Duke St., Montreal, QC M3C 2M2, and available through stamp dealers cross Canada.

The most popular of the Stanley Gibbons thematic catalogues has been released in its fourth edition. There are extensive revisions and additions from the previous edition, published late in 1992. More than 270 bird species are listed on stamps for the first time. Altogether, the book lists about 12,500 stamps depicting 2,400 bird species from around the world.

The book follows the same format as others in the series. The stamps are listed and illustrated by country in chronological order. This main listing is followed by indexes listing the stamps by zoological name and by species name.

The type size is small, but the publishers have used a very legible font. The organization is logical, making the book a convenient and quick reference work. The preface contains brief but very useful bibliographic references and other ancillary information.

– Steve Thorning

Safad. Author: Arieh Ben David. Publisher: WPC of Israel, Holy Land and Judaica Societies. Canadian Distributor: J. Berkovits, Box 33, 260 Adelaide St. E., Toronto, ON M5A 1N0.

This 146-page, soft cover book is the product of many years of study and collecting of the 10 mil Safad stamp. Issued in the heat of the 1948 War of Israel's Independence, this stamp is the only one produced by Haganah, the military arm of the Provisional Government of Israel.

The book is divided into eight chapters, a preface and a good bibliography. *Safad* deals with the historical and military backgrounds of the city before delving into an in-depth study of the stamp issue.

Ben David, with the zeal of an academic, deals with the essay, printing of the several settings of the stamp, and with its forgeries. The second aspect of the stamp, its usage, gets an equally devoted attention with an exhaustive study of cancellations and the stamp's legitimate and forged uses.

This book is a must for those interested in all aspects of Israel and Holy Land philately, as well as collectors of emergency mails. It is recommended to all those who study single issues of any country or are contemplating a book on a philatelic subject; it is this well prepared.

– Michael Madesker

Briefly Noted:

The Canadian Posted Letter Guide: The Classic Period, 1851-1902, edited by Charles Firby and Victor Willson, provides a detailed

pricing breakdown for Canadian covers based on stamp issue, destination, rate, and franking. Most of the 1,750 listings contain prices for three grades. The 128-page spiral bound book is available for $27.50 ($20.25 U.S.) ppd. from Charles Firby, 6695 Highland Road, Suite 107, Waterford, MI 48327; phone (810) 666-5333.

The *Manual of the Independent State of Croatia* by Dr. Helmut Rommerskirchen, a recognized expert in the field and a past president of the Croatian Philatelic Society, has been published by *The Trumpeter,* the journal for Balkan and Central European philately and numismatics. This is a 107-page loose-leaf work, punched for a standard three-ring binder. It contains detailed information on all areas of Croatian philately during the short-lived 1941-1945 independence period, including cancels, varieties, proofs, revenues, postal stationery, postal history, and military issues. The price is $21 U.S. postpaid in the U.S. and Canada from James T. Lee, Box 770913, Cleveland, OH 44107 U.S.A.

The *20th Anniversary Anthology* is part of the celebration marking the 20th year of the St. Helena, Ascension, and Tristan da Cunha Philatelic Society. It contains 20 of the best articles previously published in the society's quarterly, the *South Atlantic Quarterly.* More information is available from Dr. Russell V. Skavaril, 222 East Torrence Road, Columbus, Ohio 43214 U.S.A.

New from Canada Post / Nouveautés de Postes Canada

VEHICLES SERIES / LA SÉRIE VÉHICULES

Canada Post issued a souvenir sheet on June 8 featuring six Canadian commercial and industrial vehicles. Depicted are: 1899 Still electric van, 1947 White streamlined truck, 1938 International delivery truck, 1914 Watrous roller, 1975 Hayes logging truck, and a 1936 Champion road grader. The sheet was designed by Tiit Telmet,

Le 8 juin, la Société canadienne des postes émettra un bloc-feuillet de timbres ullustrant six véhicules utilitaires canadiens: voiture électrique de Still (1899), semi-remorque de White (1947), camionnette de livraison de International (1938), rouleau compresseur de Watrous (1914), grumier de Hayes (1975), et niveleuse de Champion (1936). Tiit Telmet, Joseph Gault et Cameron

Joseph Gault, and Cameron Wykes, all of Toronto.

Specifications:

Date of Issue:	8 June 1996
Last Day of Sale:	6 December 1996
Denomination:	2 x 45¢, 2 x 52¢, 2 x 90¢
Printer:	Canadian Bank Note Co. Ltd.
Quantity:	800,000 sheets
Size:	45¢: 40 mm x 27.5 mm (horizontal) 52¢: 48 mm x 27.5 mm (horizontal) 90¢: 56 mm x 27.5 mm (horizontal) sheet: 176 mm x 124 mm
Perforation:	13+
Paper:	Peterborough
Gum:	PVA
Printing Process:	eight-colour lithography
Pane Layout:	souvenir sheet of 6 stamps
Tagging:	flourescent coated
First Day:	Toronto, ON

Wykes, tout trois de Toronto, signent la conception du bloc-feuillet.

Spécifications techniques :

Date d'émission :	8 juin 1996
Dernier jour de vente :	6 décembre 1996
Valeur :	2 x 0,45 $, 2 x 0,52 $, 2 x 0,90 $
Imprimession :	Canadian Bank Note Co. Ltd.
Tirage :	800 000 blocs-feuillet
Format :	0,45 $: 40 mm x 27,5 mm (horizontal) 0,52 $: 48 mm x 27,5 mm (horizontal) 0,90 $: 56 mm x 27,5 mm (horizontal) bloc-feuillet: 176 mm x 124 mm
Dentelure :	13+
Papier :	Peterborough
Gomme :	A.P.V.
Procédé d'impression :	lithographie (huit couleurs)
Présentation de feuillets :	bloc-feuillet de 6 timbres
Marquage :	papier fluorescent
Premier jour :	Toronto (ON)

KLONDIKE GOLD RUSH / LA DÉCOUVERTE D'OR AU KLONDIKE

Canada Post Corporation unveiled a set of five stamps on June 13 at the CAPEX 96 show, commemorating the Klondike Gold Rush. Depicted are the 1896 gold strike on Bonanza Creek, transportation to the Klondike, the boom in Dawson City, law and order, and mining methods. The stamps were designed by Steven Slipp of Halifax, based on archival photos and documents.

Specifications:

Date of Issue:	13 June 1996
Last Day of Sale:	12 December 1996
Denomination:	5 x 45¢

Le 13 juin à CAPEX, la Société canadienne des postes lèvera le voile sur un jeu de cinq timbres soulignant le centenaire de la découverte d'or au Yukon. Les vignettes sont: la découverte d'or au Klondike; la fièvre de l'or; Dawson, ville-champignon; l'ordre public; et l'extraction d'or du Klondike. Pour composer le motif des timbres, Steven Slipp, de Halifax, a réuni d'authentiques photos et documents d'archives.

Spécifications techniques :

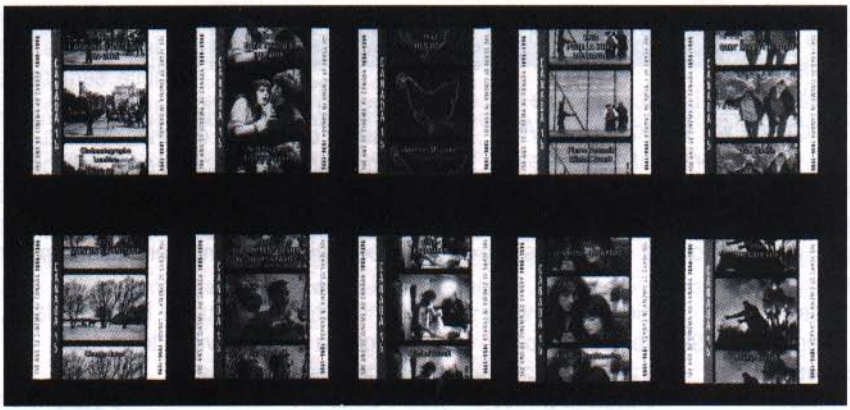
Date d'émission :	13 juin 1996
Dernier jour de vente :	12 décember 1996
Valeur :	5 x 0,45 $

Printer:	Ashton-Potter Canada Ltd.	Imprimession :	Ashton-Potter Canada Ltd.
Quantity:	12,000,000	Tirage :	12 000 000
Dimensions:	45 mm x 33 mm (horizontal)	Format :	45 mm x 33 mm (horizontal)
Perforation:	13+	Dentelure :	13+
Paper:	Coated Papers Ltd.	Papier :	Coated Papers Ltd.
Gum:	P.V.A.	Gomme :	A.P.V.
Printing Process:	six-colour lithography plus foil stamping	Procédé d'impression :	lithographie (six couleurs) et estampage àchaud
Pane Layout:	mini-sheet of 10 stamps	Présentation de feuillets :	feuillet de 10 timbres
Tagging:	fluorescent coated paper	Marquage :	papier fluorescent
First Day:	Dawson, YT	Premier jour :	Dawson (YT)

CENTENNIAL OF CANADIAN CINEMA / 100 ANS DU CINEMA

On August 22, Canada Post Corporation honoured 100 years of cinema in Canada with a set of 10 self-adhesive stamps. The issue coincides with the opening of the World Film Festival in Montreal on August 22. Featured on the stamps are: *L'arrivée d'un train en gare* (1896), *Back to God's Country* (1919), *Hen Hop* (1942), *Pour le suite du monde* (1963), *Goin' Down the Road* (1970), *Mon Oncle Antoine* (1971), *The Apprenticeship of Duddy Kravitz* (1974), *Les Ordres* (1974), *Les Bons Débarras* (1980), and *The Grey Fox* (1982). Montreal artist Pierre-Yves Pelletier designed the stamps, working with film historian André Pâquet. The self-adhesive stamps are printed in the form of a film strip.

Le 22 août, la Société canadienne des postes émettra un jeu de 10 timbres autocillants pour souligner les 100 ans du cinéma au pays. Cet hommage cïncidera avec l'ouverture du Festival des films du monde de Montreal. Les timbres reproduisent des images extraites des films suivants: *L'arrivée d'un train en gare* (1896), *Back to God's Country* (1919), *Hen Hop* (1942), *Pour le suite du monde* (1963), *Le Voyage chimérique* (1970), *Mon Oncle Antoine* (1971), *The Apprenticeship of Duddy Kravitz* (1974), *Les Ordres* (1974), *Les Bons Débarras* (1980), et *The Grey Fox* (1982). L'artiste montréalais Pierre-Yves Pelletier a conçu ce jeu de 10 timbres en collaboration avec l'historien du cinéma André Pâquet. Les vignettes autocollantes découpées à l'emporte-piè suggèrent une bande de film et reproduisent une séquence complète de chaque oeuvre.

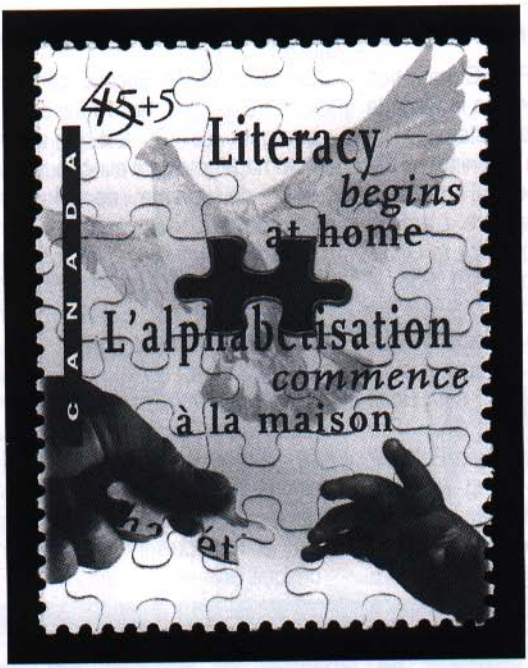


Specifications:		**Spécifications techniques :**	
Date of Issue:	22 August 1996	Date d'émission :	22 août 1996
Last Day of Sale:	21 February 1997	Dernier jour de vente :	21 février 1997
Denomination:	10 x 45¢	Valeur :	10 x 0,45 $
Printer:	Canadian Bank Note Co. Ltd.	Imprimession :	Canadian Bank Note Co. Ltd.

Quantity:	870,000 sets
Dimensions:	32 mm x 35 mm (vertical)
Perforation:	die cut, not perforated
Paper:	Coated Papers Ltd.
Gum:	pressure sensitive
Printing Process:	five-colour lithography
Pane Layout:	2 souvenir sheets of 5 stamps
Tagging:	fluorescent coated paper
First Day:	Montreal, QC

Tirage :	870 000 jeux
Format :	32 mm x 35 mm (vertical)
Dentelure :	découpé à l'emporte-pièe, non-dentelé
Papier :	Coated Papers Ltd.
Gomme :	sensible à la pression
Procédé d'impression :	lithographie (cinq couleurs)
Présentation de feuillets :	2 blocs-feuillet de 5 timbres
Marquage :	papier fluorescent
Premier jour :	Montréal (QC)

LITERACY / L'ALPHABÉTISATION



On September 9, Canada Post Corporation will issue a semi-postal commemorative stamp to help raise awareness of the importance of literacy. Canada Post has been supporting the literacy cause since 1989, and issued its first literacy stamp in 1990 to coincide with the United Nation's first Literacy Day. The five cent surcharge will be donated to ABC Canada. This non-profit organization raises funds, largely from private sector sources, for family litercy projects across Canada and to promote awareness of literacy.

The design is by Debbie Adams, who also designed the 1990 literacy stamp.

Specifications:

Date of Issue:	9 September 1996
Last Day of Sale:	8 March 1997
Denomination:	45¢ + 5¢
Printer:	Ashton-Potter Canada Ltd.
Quantity:	10,000,000
Dimensions:	30.5 mm x 40 mm (vertical)

Le 9 septembre, la Société canadienne des postes émettra un timbre philanthropique en vue réitérer, auprès des Canadians et des Canadiennes, l'importance de l'alphabétisation. C'est en 1989 que l'entreprise adoptait l'alphabétisation comme cause de prédilection. L'année suivante, elle mettait en circulation une première vignette témoignant de son engagement. La surtaxe de cinq cents provenant de la vente de chaque cignette sera remise à ABC Canada, qui répartira les dons entre d'autres organismes canadiens d'alphabétisation pour la mise en oeuvre de programmes d'alphabétisation en milieu familial. L'organisme sans but lucratif a été créé pour sensibiliser la population à l'alphabétisation et promouvoir la participation du secteur privé.

Le motif a été conçu par Debbie Adams, qui avait signé la première vignette en 1990.

Spécifications techniques :

Date d'émission :	9 septembre 1996
Dernier jour de vente :	8 mars 1997
Valeur :	0,45 $ + 0,05 $
Imprimession :	Ashton-Potter Canada Ltd.
Tirage :	10 000 000
Format :	30.5 mm x 400 mm (vertical)

Perforation:	13+	Dentelure :	13+
Paper:	Coated Papers	Papier :	Coated Papers
Gum:	PVA	Gomme :	APV
Printing Process:	six-colour lithography with die-cut section	Procédé d'impression :	lithographie (six couleurs) avec section découpée àl'emporte-pièce
Pane Layout:	booklet of 10 stamps	Présentation de feuillets :	booklet of 10 timbres
Tagging:	fluorescent coated paper	Marquage :	papier fluorescent
First Day:	Ottawa, ON	Premier jour :	Ottawa (ON)

ÉDOUARD MONTPETIT

Canada Post Corporation will be issuing a stamp on September 26 to commemorate the birth of Édouard Montpetit (1881 - 1954), Canadian scholar, patriot, writer and public speaker, as well as the founder of the Faculty of Social, Economic and Political Sciences at the Université de Montréal. The stamp was designed by Jean Beauchesne of Montreal.

Specifications:

Date of Issue:	26 September 1996
Last Day of Sale:	25 March 1997
Denomination:	45¢
Printer:	Ashton-Potter Canada Ltd.
Quantity:	6,000,000
Dimensions:	36 mm x 30 mm (horizontal)
Perforation:	13+
Paper:	Coated Papers
Gum:	PVA
Printing Process:	four-colour lithography
Pane Layout:	25 stamps
Tagging:	general tagging, four sides
First Day:	Montreal, QC

Le 19 juillet, la Société canadienne des postes émettra un timbre pour souligner l'anniversaire de la naissance d'Édouard Montpetit (1881 - 1954), grand universitaire canadien, ardent patriote, auteur et orateur, également fondateur de la Faculté des sciences sociales, économiques et politiques de l'Université de Montrèal. Le montréalais Jean Beauchesne a conçu le timbre commemoratif consacré à Édouard Montpetit.

Spécifications techniques :

Date d'émission :	26 septembre 1996
Dernier jour de vente :	25 mars 1997
Valeur :	0,45 $
Imprimession :	Ashton-Potter Canada Ltd.
Tirage :	6 000 000
Format :	36 mm x 30 mm (vertical)
Dentelure :	13+
Papier :	Coated Papers
Gomme :	APV
Procédé d'impression :	lithographie (quatre couleurs)
Présentation de feuillets :	25 timbres
Marquage :	procédé général, sur les quatre côtés
Premier jour :	Montréal (QC)

CANADIAN AUTHORS / AUTEURS CANADIENS

Canada Post Corporation is honouring five Canadian authors with a set of five commemorative stamps to be issued in booklet form on October 10. The authors featured are Thomas Chandler Haliburton (1796 -

La Société canadienne des postes réunit cinq des plus grands auteurs du Canada dans un jeu de timbres commémoratifs. Vendu en carnet de 10 timbres àcompter du 10 octobre, ce jeu présente côte à côte Thomas Chandler Haliburton (1796 -

1865), Félix-Antoine Savard (1896 -1982), Gabrielle Roy (1909-1983), Margaret Lawrence (1926-1987), and Donald Creighton (1902-1979). All five stamps consist of a computer-enhanced portrait of the author, with opening lines from a major work. Alain Leduc of Montreal designed the stamps. He also designed the 1995 Group of Seven set and the 1995 Francophonie stamp.

1865), Félix-Antoine Savard (1896 - 1982), Gabrielle Roy (1909 - 1983), Margaret Lawrence (1926 - 1987), and Donald Creighton (1902 - 1979). Chacun des cinq timbres à ces écrivains canadiens est omé d'un portrait réalisé par ordinateur à partir d'une photo de l'auteur honoré. On peut y lire, en surimpression, le début d'une oeuvre majeure de celui-ci. C'est Alain Leduc, de Montréal, qui a conçu les vignettes.

Specifications:

Date of Issue:	10 October 1996
Last Day of Sale:	9 April 1997
Denomination:	5 x 45¢
Printer:	Canadian Bank Note Co. Ltd.
Quantity:	12,000,000 sets
Dimensions:	30 mm x 40 mm (vertical)
Perforation:	13+
Paper:	Coated Papers Ltd.
Gum:	P.V.A.
Printing Process:	six-colour lithography
Pane Layout:	booklet of 10 stamps
Tagging:	fluorescent coated paper
First Day:	Windsor, NS

Spécifications techniques :

Date d'émission :	10 octobre 1996
Dernier jour de vente :	9 avril 1997
Valeur :	5 x 0,45 $
Imprimession :	Canadian Bank Note Co. Ltd.
Tirage :	12 000 000 jeux
Format :	30 mm x 40 mm (vertical)
Dentelure :	13+
Papier :	Coated Papers Ltd.
Gomme :	A.P.V.
Procédé d'impression :	lithographie (six couleurs)
Présentation de feuillets :	booklet of 10 timbres
Marquage :	papier fluorescent
Premier jour :	Windsor (NS)

Society Reports / Rapports de la Société

From Molly Krajewski, Sales Circuit Manager....

A NOTE TO CHAPTERS. If you are contemplating changing your executive and/or the person to receive circuits on your behalf, please remember the following rule: the person to whom the circuits are addressed must be a current member of The Royal Philatelic Society of Canada. This is because our insurance covers only parcels sent between members in good standing of the Society and the Stamp Circuit Office. The methods used also have to provide for signatures at both ends, which means that the new Express Post is not covered. Most big circuits however, go by Priority Courier, which hasn't lost one yet.

Chapters are also reminded that if they spend more than $80 on a one-kilo (16 book) circuit, or $160 on a two-kilo (32 book) circuit, they may cross off the outgoing postage charge. However, this is the maximum. No matter how much they spend, they may not cross off the charges both ways.

Nobody is buying blocks or recent FDC's, although there is still some interest in booklets and booklet panes and souveneir sheets. Books in unusual areas are welcome, but we can't promise that they will sell, although they often do.

Would you please round up or down to the nearest five cents when pricing stamps.

All common stamps should now be put into Nickel Boxes, (all stamps in Nickel Boxes are currently priced at ten cents, but we didn't change the name). Minimum price per stamp in a book is fifteen cents, with the exception of stamps which are part of a set. No incomplete sets please. Now that we have got most of the common stamps out of the booklets we have lots of room on the rack for the rare and valuable ones.

Minimum handling charge on books and Nickel Boxes is $5. Please note that commission charged is 20% as of 1st January, 1996. Books whose value falls below $25 and Nickel Boxes whose values fall below $100 are withdrawn.

Because of the low value of the Canadian dollar compared with the U.S. dollar owners are pointing out that the Scott's Catalogue prices quoted are in U.S. dollars and that their prices are in Canadian dollars.

NEW MEMBERS - NOUVEAUX MEMBRES

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

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

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

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

26350 Mr. J.V. Raymond Cyr
12375 De Poutrincourt
Montreal, QC H3M 3E7

26351 Mr. George A. MacKenzie
1333 South Park St., Apt. 515
Halifax, NS B3J 2K9
Canada, Aviation, Assorted Topicals

26352 Mr. John D. O'Reilly
9 Appledore Place
St. John's, NF A1B 2W8
Newfoundland, Iceland

26353 Mr. Rick Penko
3793 Vialoux Dr.
Winnipeg, MB R3R 0A5
Canada, USA,Bangladesh

26354 Mr. O. Paul Johns
161 Carrington Dr.
Richmond Hill, ON L4C 7Z1
Canada, USA

26355 Mr. Ron A. Clinker
135 Longwater Chase
Unionville, ON L3R 6C3
Great Britain, Commonwealth

RESIGNATIONS - DÉMISSIONS

BLERSCH, Henny (25597) Salmon Arm, BC
DEARDEN, M. Elinor (26308) Orillia, ON
FORBES, Harold M. (24355) Morgantown, WV USA
KUNG, Christoph (23905) Binningen, SWITZERLAND
RUMPLIK, Fred J. (10201) Twinsburg, OH USA

DROPPED FOR NON-PAYMENT OF MEMBERSHIP DUES

ARGINE, Luigi (25572)
BACH, Max D. (21229)
COOK, Robert (25568)
COOPER, David A. (22149)
DOHRENDORF, Michael (25841)
GILBERT, Patrick W. (25843)
HARRISON, Stephen J. (25575)
HOWKINS, Mike R. (26154)
JOHNSON, Robert C.R. (24487)
McINNIS, Dan A. (22237)
MELANSON, Stephen P. (25365)
MILKUS, Simon N. (26293)
RATUSHNY, Michael E. (25470)
ROBINSON, David C. (22162)
RUSH, Robert (26004)
SIMPSON, Vivian (25411)
SYLVAIN, Guy (24215)
WILSON, Walter J. (24390)

REINSTATEMENTS

AIMARO, Albert (26143) Joliette, QC
BARANOWSKI, Michael J. (22074) Nestor Falls, ON
BEALS, Ronald E. (24183) Lauderdale, FL USA
BEIER, Ron (22055) Brampton, ON
BERRY, Brian (20047) Mississauga, ON
BURNS, Larry T. (25167) Tucson, AZ USA
CHOO, Wah Chee (26151) Kuala Lumpur, MALAYSIA
CLARK, Charles H. (22404) Cambridge, ON
DENISOWSKI, John W. (25992) Utica, NY USA
DISLEY, Glen (24296) Calgary, AB
DYKSTRA, Ed (20019) Edmonton, AB
ELLIOT, J. Ross (14891) Navan, ON
EMARD, Claude E. (22045) Trois-Rivières, QC
HERTEIS, Brian E. (21991) Dartmouth, NS
HORINAKA, Hiroshi (25133) Osaka, JAPAN
HORNING, Dr. D. Patrick (21788) Coquitlam, BC
JANSSON, Per-Olof (19983) Bohus, SWEDEN
KERTCHER, Melville C. (12438) Oakville, ON
LAIRD, Gordon D. (14471) Dundas, ON
LARGE, Joseph (24549) Rapid City, MB
LARTER, Percy (23578) Swift Current, SK
LECLERC, Marielle E. (22141) Longueuil, QC
LOCONTE,Michael (22524) Scarborough, ON
MICHEL, Roger (24994) Heriot Bay
MORRISON, James F. (11794) Sommerville, MA USA
STUBENRAUCH, John J. (24382) Deer Park, KY USA
SULLIVAN, Arlene M. (26146) Burnaby, BC
SWIFT, Charles G. (25215) Huntingdon, QC
TOTTEN, Mark R. (24123) Embro, ON

DECEASED - NECROLOGIE

GUY, Fred R. (7910) Sydney, NS
JOHNSTONE, Ralph (25718) Edmonton, AB
McKNIGHT, Archie Neil (12102) Waterloo, ON
RICHARDS, HARRY (15572) Abbotsford, BC

CHANGE OF ADDRESS - CHANGEMENTS D'ADRESSE

AMERICAN PHILATELIC RESEARCH LIBRARY, Box 8000, State College, PA 16803 USA
BELEC, Sgt. Jean (13794) 208-80 Camelot Lane, Halifax, NS B3M 4K8
BENDALL, A.J. (7307) 42 - 530 Marsett Place, Victoria, BC V8Z 7J2
BROWN, Kathryn, R R 3, Bobcaygeon, ON K0M 1A0
BURLINGTON STAMP CLUB (C-200) 60 Richmond Cres., Stoney Creek, ON L8E 5T9
BURRINGTON, Michael (22667) Sorrento Nerano Rd., Dalkey, Co. Dublin, IRELAND
CARRIER, Benoit (19853) 5 - 11839 Boul. Lacordaire, Montreal-Nord, QC H1G 4K5
COMPTON, James M. (10035) 20530 Falcons Landinf Circle, Apt. 3404, Sterling, VA 20165 USA
CONSENHEIM, Eddy (19747) Box 61040, Maple Grove Village P. St., Maple Grove Dr., Oakville, ON L6J 6X0
CORBETT, Dr. Tom (26091) 36 Ashford Blvd., Hamilton, ON L8M 2T8
COYNE, Gordon, 1002 - 65 Spring Garden Ave., Willowdale, ON M2N 6H9
CREIGHTON, Richard W. (22373) Suite #4, 1362 Penticton Ave., Penticton, BC V2A 2N5
CURRIE, Donald M. (20837) 11406 Kincome Ave., Richmond, BC V7A 4S2
CURTIES, Rev. Colin G. (25727) Box 20040, Golden BC V0A 1V0
DE WOLF, Thomas (25813) Schokkinglaan 3, 1272JS, Huizen, NETHERLANDS
DESRIVIERES, Guy (3461) 1155 Turnbull, Apt. 514, Quebec, QC G1R 5G3
DIXON, James R. (26039) 14397 White Lake Road, Fenton, MI 48430-8401 USA
DROST, Dale (25905) 32 Baker Brook Ct., New Maryland, NB E3C 1B4
EVELEGH, F. John (25700) 1229 Edmison Drive, Peterborough, ON K9H 6V2
FRENCH Doug C. (25288) Box 9, Glenwood, AB T0K 2R0
FRESOLI, Dr. Rocco P. (25765) 503 Knoll Rd., Thomasville, GA 31757 USA

GRIFFIN, Sydney P. (15409) 81 Mattice Ave., Etobicoke, ON M9B 1T8
HAYES, Ralph (20090) 4688 Holly Park Place, Delta, BC V4K 4T8
HERMAN, Brian (25931) #1904 - Queen Elizabeth Towers, 500 Laurier Ave. W., Ottawa, ON K1R 5E1
HOLL, Richard F. (9671) 1029 West Shore Rd., Pelee Island, ON N0R 1M0
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LANOVAZ, Joy (13480) 15430 - 110 Ave., Edmonton, AB T5P 1C6
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REZAK, Ivan E. (25320) 601 Baranof St., Sitka, AK 99835-7437 USA
RITTER, Joyce (20591) 10044 Meredith Ln. S.E., Huntsvile, AL 35803-2632
ROBERTSON, Ronald C.R. (25462) 67 Wiley Ave., Toronto, ON M4J 3W5
ROCKWOOD, William O., Jr. (24765) 3 Plover Lane, Mystic, CT 06355 USA
SAVAGE, Fred T. (22425) Box 41, Vale Perkins, QC J0E 1X0
SCOTT, Frederick L. (24379) #1060, 1001 - 13 Ave. S.W., Calgary, AB T2R 0L5
SHOEMAKER, Charles D. (20523) 209 Shiloh Dr., Madison, WI 53705-2434 USA
SIMINOSKI, F.E. (9648) 405 - 11808 100 Ave., Edmonton, AB T5K 0K4
SMITH, Ray F. (19265) 8600 Mowbray Rd., Richmond, BC V7A 2B7
SPRINGATE, Gordon L. (22121) 1138 Gregory Road, Kelowna, BC V1Z 3A6
STOUD, Ronald (21152) 6532 - 158 Ave., Edmonton, AB T5Y 2S7
STUBENRAUCH, Eugene (23625) 213 E. Naples St., Wayland, NY 14572-1109 USA
SWIFT, Charles G. (25215) 41 Hunter, Huntingdon, QC J0S 1Ho
TELSCHOW, Karl (9710) 149 Old Kingston Rd., R R 1, Lombardy, ON K0G 1L0
TRUSCOTT, Micael T. (24978) 3726 Connecticut Ave. N.W. #406, Washington, DC 20008 USA
VALENTINE, George (25985) 75 Washington Ave. #I-106, Hamden, CT 06518-3200 USA
VANDERLINDE, Frederic (15905) 36 Whitestone Ln., Rochester, NY 14618-4118 USA
VARRIN, Lawrence M. (10782) 5553 - 181A Street, Surrey, BC V3S 7Z2
WALTHAM, Leonard W. (23769) 3445 Audley Rd., Borrklin, ON L0B 1C0
WEBB, Glenn (26273) 301 Brookfield Cir., Macungie. PA 18062-1148 USA
WICHERN, Hans (25605) 10656 - 59 Street, Edmonton, AB T6A 2K7
WITTE, Monte (25390) 3578 Tiffany Ridge, Cincinnati, OH 45241 USA
WOODS, Michael G. (22610) 187 Gerrard St. E., Toronto, ON M5A 2E5

THE BRITISH NORTH AMERICA PHILATELIC SOCIETY

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Write the Secretary:
Jerome Jarnick, 108 Duncan Dr., Troy, MI 48098 USA

BNAPS — *The Society for Canadian Philately*

COMING EVENTS / CALENDRIER

NATIONAL EXHIBITIONS

1997

SEPTEMBER 19 - 21: ROYAL 97 ROYALE, exhibition and convention of the Royal Philatelic Society of Canada, hosted by the Calgary Philatelic Society, at the Coast Plaza Hotel, 1316 - 33 Street NE, Calgary. Show Chairman: Hugh Delaney, Box 1478, Calgary, AB T2P 2L6; phone (403) 255-0422, fax (403) 255-2984.

1996

SEPTEMBER 28: MILTON STAMP FAIR, hosted by the Milton Stamp Club, at Milton Seniors Activity Centre, Milton, ON. 10 am to 5 pm. Information: (905) 878-1533 or (905) 878-9076.

OCTOBER 5 - 6: VICPEX 1996, at the Holiday Inn, 3020 Blanshard St., Victoria, BC. Sponsored by the Greater Victoria Philatelic Society, the Vancouver Island Philatelic Society, and the Victoria Junior Stamp Club. Show cancel, numerous door prizes. Admission by donation. Entry fee: $5.00 per 15 page frame; juniors $1.00 per exhibit. Information: Show Chairman, Box 5164, Stn. B, Victoria, BC V8R 6N4; (604) 721-1940 evenings.

OCTOBER 18 - 20: CALTAPEX, sponsored by the Calgary Philatelic Society, at the Chinese Cultural Centre. Information: Hugh Delaney, Box 1478, Calgary, AB T2P 2L6.

OCTOBER 19: GUELPHPEX 96, annual show of the Guelph Stamp Club, at Seniors Centre, 683 Woolwich St., Guelph, Ont., from 10 am to 4 pm. Information: Gord Fulton, (519) 822-0342.

OCTOBER 26: Brantford Stamp Club's annual exhibition and bourse. NEW LOCATION at the Brant Park Inn, 19 Holiday Drive, Brantford. 10 am to 4 pm. Free admission and parking, 14 dealers, sales circuit, beginner's booth, draws and prizes. Information: Brantford Stamp Club, Box 25003, West Brant Postal Outlet, Brantford, ON N3T 5M3.

OCTOBER 26: MIDDPEX 96, annual show of the Middlesex Stamp Club of London, at Whiteoaks Mall, 1105 Wellington Road S., London, Ontario, 9:30 am to 5:30 pm. Free admission and parking, 100 frame exhibit, 30 dealer bourse, silent auction, prizes. Information: Pat Delmore, Box 234, Mt. Bridges, ON N0L 1W0; phone (519) 204-2507.

NOVEMBER 2: KENTPEX 96, 66th annual stamp exhibition and bourse of the Kent County Stamp Club, at the Wheels Motor Inn, corner of Richmond St. and Keil Dr., Chatham, Ontario.

NOVEMBER 2 - 3: VANPEX '96, Annual Open Exhibition and Bourse, sponsored by the British Columbia Philatelic Society, at the Sheraton Landmark Hotel, 1400 Robson Street, Vancouver, BC. Information: Maurice Guibord, 101 - 1537 Charles Street, Vancouver, BC V5L 2T2.

NOVEMBER 9 - 10: AAPEX 96, sponsored by the Ann Arbor Stamp Club, at Mack School, 920 Miller Ave., Ann Arbor, Michigan. Competitive exhibits and bourse. Information: Harry Winter, Box 2012, Ann Arbor, MI 48106.

NOVEMBER 15 - 16 - 17: Canadian Stamp Dealer's Association Show, Queen Elizabeth Building, Exhibition Place, Toronto.

NOVEMBER 29 - DECEMBER 1: Canadian Stamp Dealer's Association Show, Place Bonaventure, Montreal.

1997

FEBRUARY 8: BURLPEX '97, the 16th annual exhibition and bourse sponsored by the Burlington Stamp Club, at Appleby Mall (corner of Appleby Line and New Street, Burlington). 9:30 am to 5:30 pm. Information: Frank Haller, 430 Belvenia Road, Burlington, ON L7L 2G6.

FEBRUARY 15 - 16: NIPEX 97, Exhibition and Bourse sponsored by the Niagara Philatelic Society, at the Stamford Lions Club Hall, 3846 Portage Rd., Niagara Falls, Ont. 10 am to 5 pm. Information: Ed Yonelinas, RR 1, Niagara-on-the-Lake, ON L0S 1J0.

MARCH 15: OXPEX 97 and OTEX 97 (Oxford Philatelic Society Annual Exhibition and Ontario Topical Exhibition) at John Knox Christian School, 800 Juliana Drive, Woodstock,

Ont. 10 am to 5 pm. Show features 180 frames of competive exhibits, displays, super prize draws, youth booth, judges critique, refreshments. Free admission and parking. Information: Gib Stephens, Box 20113, Woodstock, ON N4S 8X8.

MARCH 15 - 16: NORTH TORONTO STAMP CLUB's 54th Annual Exhibition and Bourse, at the Civic Garden Centre, Edwards Gardens, 777 Lawrence Ave. E. at Leslie St., Toronto. Hours: 10 am to 6 pm Saturday, 10 am to 5 pm Sunday. Ample parking, free admission, wheelchair access, competitive exhibits, 22 dealer bourse, refreshments. Information: Ben Marier, (416) 492-9311.

APRIL 12: STAMPFEST '97, sponsored by the Kitchener-Waterloo Philatelic Society, at the Community Christian Reform Church, Bleams Road at westmount, Kitchener, Ontario. Information: Betty Martin, (519) 578-7782.

MAY 9 - 10 - 11: The Nova Scotia Stamp Club will proudly celebrate the 75th Anniversary of its 1922 founding by staging NOVAPEX 97 at the Dartmouth Sportsplex, Wyse Road, Dartmouth. Philatelic societies from all of Nova Scotia will be participating. Information: George A. Mackenzie, Apt. 175, 1333 South Park Street, Halifax, NS B3J 2K9. Dealer enquiries invited.

AUGUST 28 - 30: BNAPEX '97, St. John's, Nfld. Annual Convention of the British North America Philatelic Society, sponsored by the St. John's Stamp Club. Information: J. Donald Wilson, 11 Elm Place, St. John's, NF A1B 2S4.

International Exhibitions

1996

SEPT. 27 - OCT. 6: ISTANBUL '96, FIP sponsored international exhibition in Istanbul, Turkey. Canadian Commissioner: James E. Kraemer, 17 Commanche Dr., Ottawa, ON K2E 6E8.

1997

APR. 16 - 21: NORWEX '97, Oslo, Norway, an FIP sponsored World Stamp Exhibition, limited to Postal History, Aerophilately, and Thematics. Canadian Commissioner: Denis Hamel, Suite 1505, 15 Maitland Place, Toronto, ON M4Y 2X3; (416) 925-3404.

MAY 29 - JUNE 8: PACIFIC '97, an FIP WORLD PHILATELIC EXHIBITION, at Moscone Convention Center, in San Francisco. Commissioners: Canada-East: Mr. Clifford R. Guile, 342 St. Clair Ave. E., Toronto, ON M4T 1P4; Canada-West: Mr. William G. Robinson, 5830 Cartier St., Vancouver, BC V6M 3A7.

AUG. 30 - SEPT. 8: MOSCOW '97, an FIP sponsored World Philatelic Exhibition, celebrating the 850th anniversary of the founding of Moscow. Canadian Commissioner: James E. Kraemer, 17 Commanche Dr., Ottawa, ON K2E 6E8.

DEC. 8 - DEC. 14: INDIA '97, New Delhi, India.

1998

MAY 13 - 21: ISRAEL '98, International Show held under FIP patronage in Tel Aviv, Israel. Information from the Canadian commissioner: Mr. Wm. G. Robinson, 5830 Cartier St., Vancouver, BC V6M 3A7.

JUNE 18 - 21: JUVALUX '98, an FIP Sponsored Youth Show to be held in Luxembourg. Canadian Commissioner: Father Jean-Claude Lafleur, 4900 rue St-Felix, St-Augustine, QC G3A 1X3.

JULY 25 - AUG. 2: PORTUGAL 98, FIP sponsored show in Lisbon, Portugal. Information from the Canadian commissioner: Mr. J.J. Danielski, 50 Blackwell Ave., Unit 21, Scarborough, ON M1B 1K2.

OCT. 20 - 25: ILSAPEX 98, FIP sponsored show at Gallagher's Estate Exhibition Centre, 20 minutes from Johannesburg, South Africa. Information from the Canadian commissioner: Mr. Denis Hamel, 1505-15 Maitland Place, Toronto, ON M4Y 2X3.

OCT. 23 - NOV. 1: ITALIA 98, FIP sponsored show in Milan, Italy. Classes will be Postal History, Aerophilately, Thematic Philately, and Literature. Information from the Canadian commissioner: Mr. Peter Madej, 30 Ormskirk Court, Toronto, ON M6J 1B1.

1999

APR. 27 - MAY 4: IBRA '99. World Exhibition under FIP patronage. For information, contact the Canadian Commissioner: Major Richard K. Malott, 16 Harwick Crescent, Ottawa, ON K2H 6R1; telephone (613) 829-0280; fax (613) 829-0280.

CHAPTER MEETINGS / RÉUNIONS DES CLUBS MEMBRES

AJAX PHILATELIC SOCIETY

RPSC Chapter 163 meets 2nd and 4th Wednesday of each month, September to June at Ajax Public Library, 65 Harwood Ave. S., from 6pm to 9pm. All new members and visitors are welcome. Address: PO Box 107, Ajax, ON L1S 3C3.

AMICALE des PHILATÉLISTES des l'OUTAOUAIS

L'APO, chapitre 190 de la SRPC, se réunit tous les jeudi de début septembre à fin avril, de 18h30 à 21h00. Les réunions ont lieu au Centre Communautaire Tétreau Parc Moussette, Boul. Brunet, Hull. Les visiteurs et les nouvraux membres seront toujours les bienvenus. Visitors and new members are welcome. Information: P. Sarault, 82 rue Kent, Hull QC J8X 3K4.

CLUB PHILATÉLIQUE ARGENTEUIL STAMP CLUB

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

BARRIE DISTRICT STAMP CLUB

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

BRAMALEA STAMP CLUB

RPSC Chapter 144 meets 1st Sunday October to June inclusive (1:30-4:00 pm) and 3rd Tuesday year round (7:30-9:30 pm) at Terry Miller Recreation Complex, Meeting Room 2, Williams Parkway (between Dixie Rd. and Bramalea Rd.) Bramalea, Ont. Visitors welcome. Correspondence: Bramalea Stamp Club, Box 92531, Bramalea ON L6W 4R1.

BRANTFORD STAMP CLUB

RPSC Chapter 1 meets on the 1st and 3rd Tuesdays of the month, September to May, and the first Tuesday in June, at the Woodman Community Centre, 491 Grey St., Brantford, Ont. Doors open at 7 pm, short business meeting at 8 pm, followed by a program. Circuit books, 5 dealers. Visitors wel-come. Information: Secretary, Box 25003, 119 Colborne St. W., Brantford ON N3T 6K5; (519) 753-9425.

BRITISH COLUMBIA PHILATELIC SOCIETY

The British Columbia Philatelic Society meets every Wednesday, September to June at 7:30 pm in the Amenity Room, Grosvenor Building, 1040 W. Georgia St. Information: B.C.P.S., 2955 West 38th Avenue, Vancouver BC V6N 2X2.

CALGARY PHILATELIC SOCIETY

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

CANADIAN AEROPHILATELIC SOCIETY

RPSC Chapter 187, The Canadian Aerophilatelic Society (CAS) welcomes anyone interested in aerophilately or astrophilately, worldwide. Yearly membership is $15 Cdn. No formal meetings; several members meet at the weekly RA Stamp Club meetings at the RA Centre, 2451 Riverside Dr., Ottawa, Ont. 7:30 pm every Monday except June, July and August. Information: Ron Miyanishi, 124 Gamble Ave., Toronto ON M4J 2P3.

CANADIAN ASSOCIATION FOR ISRAEL PHILATELY (CAFIP)

Chapter 76, Jan Bart Judaica Study Group, meets 2nd Monday of each month (except July and August), 7:30 pm, at Shaare Shomayim Synagogue, 470 Glencairn Ave., Toronto. Contact: Joseph Berkovits, York Toronto P.O. Box 33, 260 Adelaide St. E., Toronto ON ; (416) 635-1749.

COLBORNE STAMP CLUB

Chapter 205 meets on the second and fourth Tuesday September to May inclusive at 7 pm, in the Drop-in Centre, Victoria Square, Colborne, Ont. All stamp collectors welcome. Information: Mary Jackson, Box 33, Castleton, Ont. K0K 1M0, phone (905) 344-7882.

CREDIT VALLEY PHILATELIC SOCIETY - MISSISSAUGA -

Chapter 67 meets 2nd and 4th Monday of every month (except on holidays and in July and August) at 7:30 pm at Forest Avenue Public School, 20 Forest Ave., Port Credit. Visitors always welcome. Contact Bob Laker, (905) 279-8807.

DELTA STAMP CLUB

Chapter 138 meets 2nd and 4th Tuesdays (except June through August) at 8 pm at the Phoenix Club, 6062 - 16th Ave., Delta, BC. Visitors are always welcome. For more information call 943-5738.

EAST TORONTO STAMP CLUB

Chapter 12 meets 1st and 3rd Wednesdays (except July and August) at Stan Wadlow Clubhouse, Cedarvale Ave. (first east of Woodbine, at Cosburn), north of arena. Visitors welcome. Sec.: Raymond Reakes, 188 Woodmount Ave., Toronto ON M4C 3Z4.

EDMONTON STAMP CLUB

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

ESSEX COUNTY STAMP CLUB (WINDSOR)

R.P.S.C. Chapter 154 meets on the 2nd and 4th Wednesday of the month (4th Wednesday in July and

August) at the Teutonia Club, 55 Edinborough, Windsor, Ont. Meetings start at 7 pm, program at 8 pm. Lots of parking; all visitors are welcome. Information: Essex Count Stamp Club, 2975 Clemenceau Blvd., Windsor ON N8T 2R2; (519) 974-2390.

ETOBICOKE PHILATELIC SOCIETY

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

FENELON STAMP CLUB

R.P.S.C. Chapter 176 meets 2nd Monday of each month in the Fenelon Falls Community Hall behind the Village Office on Market Street at 7:30 pm. Visitors always welcome. Information from the President: Margaret Allen, R R 1, Fenelon Falls, ON K0M 1N0.

GREATER VICTORIA PHILATELIC SOCIETY

Chapter 32 meets on the third Friday of each month at 7:30 pm at the Windsor Park Pavilion in Oak Bay. Circuit books, auction and special programmes prevail. Membership $8 per year. Visitors welcome. Information: Don Dundee, 928 Claremont Ave., Victoria, BC V8Y 1K3; (604) 658-8458.

HAMILTON PHILATELIC SOCIETY

R.P.S.C. Chapter 51 meets at 6 pm on 2nd, 4th and 5th Mondays, Sept. to June except holidays, and 2nd Mondays July and August, at Bishop Ryan Secondary School, Quigley Rd. and Albert, in east-end Hamilton. 10 dealers, extensive sales circuit, youth booth, library. Auctions at each meeting, slide shows and speakers periodically. Nominal door fee. Free coffee. Visitors and juniors welcome. Information: H.P.S., Box 60510, 673 Upper James St., Hamilton ON L9C 7N7.

KAWARTHA PHILATELIC SOCIETY

Chapter 58, R.P.S.C. Meetings 2nd and 4th Tuesdays September through June (excluding 4th Tuesdays in December and June). Meetings 7 pm at St. Peters High School. Information: Lloyd Mosher, 1269 Royal Drive, Peterborough, ON K9H 6R6.

KELOWNA & DISTRICT STAMP CLUB

Chapter 90 meets monthly, 2nd Wednesday, September to June from 7 to 10 pm at Dr. Knox Middle School Cafeteria, 1555 Burtch Ave. Business meeting at 8 pm followed by an auction. Visitors welcome. Information: Box 1185, Kelowna, BC V1Y 7P8; (604) 765-6174.

KENT COUNTY STAMP CLUB (CHATHAM, ON)

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

KINGSTON STAMP CLUB

Chapter 49 meets 2nd Monday, Sept.-May and 4th Monday, Sept.-Nov. and Jan.-Apr., at 8 pm, St. Thomas Anglican Church Hall, 130 Lakeview Ave. at Cranbrook (one block west of Days Rd. and one block north of Front Rd. in Kingston Township. Free parking, visitors are always welcome. Information: President, Kingston Stamp Club, 1960 Hwy. 2 East, Kingston ON K7L 4V1; (613) 546-3332.

KITCHENER-WATERLOO PHILATELIC SOCIETY

Chapter 13 meets 2nd Thursday every month (except July and August) at Rink in the Park, Seagram Drive, Waterloo. Visitors welcome. Information: Betty J. Martin, P.O. Box 43007, Eastwood Square Post Office, Kitchener ON N2H 6S9; 578-7782.

LAKEHEAD STAMP CLUB

Chapter 33 meets 2nd Wednesday and last Friday each month, September to June at the Herb Carroll Centre, 1100 Lincoln St., Thunder Bay ON. Meetings start at 8:00; visitors welcome. Sec.: D. Lein, 232 Dease St., Thunder Bay ON P7C 2H8.

LAKESHORE STAMP CLUB

Chapter 84 meets at Karnak Hall, 3350 Boulevard des Sources, Dollard des Ormeaux, QC on the 2nd and 4th Thursdays, September to June at 7:30 pm. Information: David Nickson, President, P.O. Box 1, Pointe Claire, PQ H9R 4N5.

MILTON STAMP CLUB

Chapter 180 meets last Monday of each month (except December), from 7:00 pm at Hugh Foster Hall (next to Town Hall) in Milton, Ont. Silent auction every meeting. For information: Milton Stamp Club, 425 Valleyview Cres., Milton ON L9T 3K9; Phone (905) 878-1533 or (905) 878-9076.

NORTH BAY & DISTRICT STAMP CLUB

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

NORTH SHORE STAMP CLUB

Chapter 198 meets on alternate Tuesdays, September through June, at Boundary Community School Library, 750 East 26th Street, North Vancouver BC. Visitors are always welcome. For the current meeting schedule and information, write: 2500 Kilmarnock Crescent, North Vancouver, BC V7J 2Z5, or call (604) 985-2810 or (604) 987-1670.

NORTH YORK PHILATELIC SOCIETY

Chapter 21 meets 1st and 3rd Wednesdays of each month (except July and August) at 7 pm in the lounge of Centennial Arena, north side of Finch Ave. W., west of Bathurst. Sales circuit, auctions, speakers, lectures. Visitors welcome. Information: John DeGroot, Box 62, Willowdale ON M2N 5S7; (416) 493-1008.

NOVA SCOTIA STAMP CLUB

The first affiliate of the RPSC, est. 1922, meets 2nd Tuesday of each month, September to June at the Nova Scotia Museum. Visitors welcome. Information: E. Sodero, 831 Tower Rd., Halifax NS B3H 2Y1.

OAKVILLE STAMP CLUB

Chapter 135 meets 2nd and 4th Tuesdays of each month at 7pm in the Cafeteria, St. Thomas Aquinas Secondary School (formerly Perdue High School), 124 Margaret Drive (Lakeshore West/Dorval Drive), Oakville. Visitors welcome. Information: Oakville Stamp Club, Box 69643, Oakville ON L6J 7R4.

OTTAWA PHILATELIC SOCIETY

Chapter 16 meets every Thursday at 7:30 pm, September through May, at the Hintonburg Community Centre, 1064 Wellington St., Ottawa ON. Visitors are always welcome. Information: Pres. Mitch Gosselin, (819) 682-6277; P.O. Box 65085, Merivale Postal Outlet, Nepean, ON K2G 5Y3.

OXFORD PHILATELIC SOCIETY

Chapter 65 meets on the 1st and 3rd Thursdays, September to May, at Woodstock Collegiate Institute Cafeteria, Riddell St., Woodstock, Ont. Trading at 7 pm, program at 7:30 pm. Speakers, mini auctions, draw prizes, contests, dealers. Information: Gib Stephens, P.O. Box 20113, Woodstock ON N4S 8X8.

PENTICTON AND DISTRICT STAMP CLUB

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

R.A. STAMP CLUB - OTTAWA

Chapter 41 meets every Monday (except June, July and August) at 7:30 pm at the R.A. Centre, 2451 Riverside Dr., Ottawa ON. K1H 7X7. Visitors welcome. Information: (613) 733-5100.

REGINA PHILATELIC CLUB

Chapter 10 meets 1st and 3rd Wednesdays of each month, September through May, from 7 -10 pm at Sheldon-Williams Collegiate Library, 2601 Coronation St., Regina. Visitors are always welcome. Information: Box 1891, Regina SK S4P 3E1.

ROYAL CITY STAMP CLUB

Chapter 104 meets 3rd Thursday of each month (except July and August), 7:30 pm at Community Centre, 65 East Sixth Ave., by Canada Game Pool, corner of McBride, New Westminster BC. Information: Box 145, Milner BC V0X 1T0. Phone 534-1884.

SAINT JOHN STAMP CLUB

Meets 2nd and 4th Wednesdays (Except July and August), 7 pm at the Saint John High School, Canterbury St., Saint John, NB. Visitors and new members welcome. Information: Saint John Stamp Club, 185 Princess Street, Saint John NB E2L 1K8.

ST. JOHN'S PHILATELIC SOCIETY

Meets 2nd and 4th Wednesdays (except July and August), 8 pm at Cabot Institute. Visitors welcome. Information: Ron Bearns, Box 333, Paradise, NF A1L 1C7; (709) 782-3037.

SOUTH CARIBOO COIN AND STAMP CLUB – 100 MILE HOUSE, B.C. –

The club meets 3rd Mondays of each month at the 100 Mile House Elementary School Library. For information, contact Horst Stock, 395-4497.

SUDBURY STAMP CLUB

Meets 2nd Tuesday of each month, September to June, in the library, LaSalle Secondary School at 7:30 pm. Meetings include slide shows, presentations, and a stamp auction. New members are very welcome. Contact Dan McInnes, president, Box 2063, Stn. A, Sudbury ON P3A 1L8.

TORONTO HARMONIE STAMP CLUB

Chapter 94 meets 3rd Thursdays each month, 7:30 pm, Victoria Park Secondary School, Library Seminar Room, 15 Wallingford Rd., Don Mills ON. Information: J. Doehler 438-4862, or P. Mustard 690-9711.

UNION PHILATÉLIQUE de MONTREAL

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

WEST TORONTO STAMP CLUB

Chapter 14 meets 2nd and 4th Tuesdays (except July and August), 7:30 pm at Fairfield Seniors' Centre, 80 Lothian Ave., Etobicoke. Visitors always welcome. Information: 331 Rathburn Rd., Islington ON M9B 2L9.

WINNIPEG PHILATELIC SOCIETY

Meetings 1st and 3rd Thursdays (except July and August), 7 pm in Room 308, Union Centre, 275 Broadway Ave. (corner of Broadway and Smith St.). Visitors always welcome. Information: P.O. Box 1425, Winnipeg, MB R3C 2Z1.

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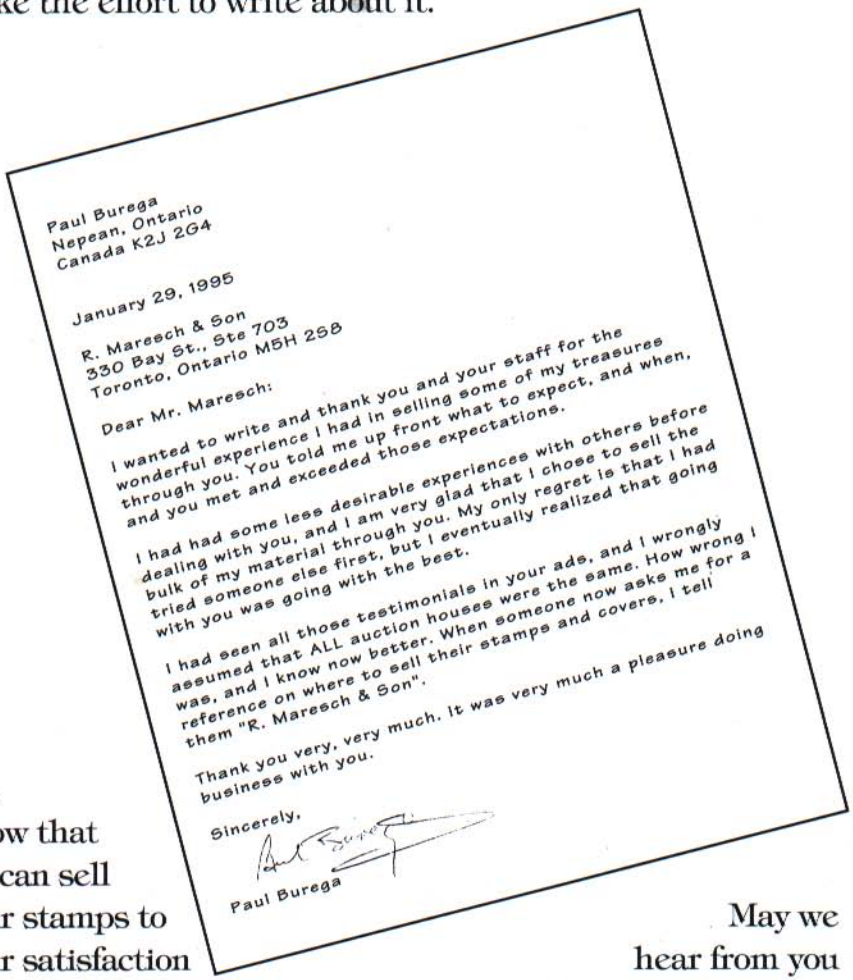

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