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The CANADIAN PHILATELIST
Le PHILATÉLISTE CANADIEN

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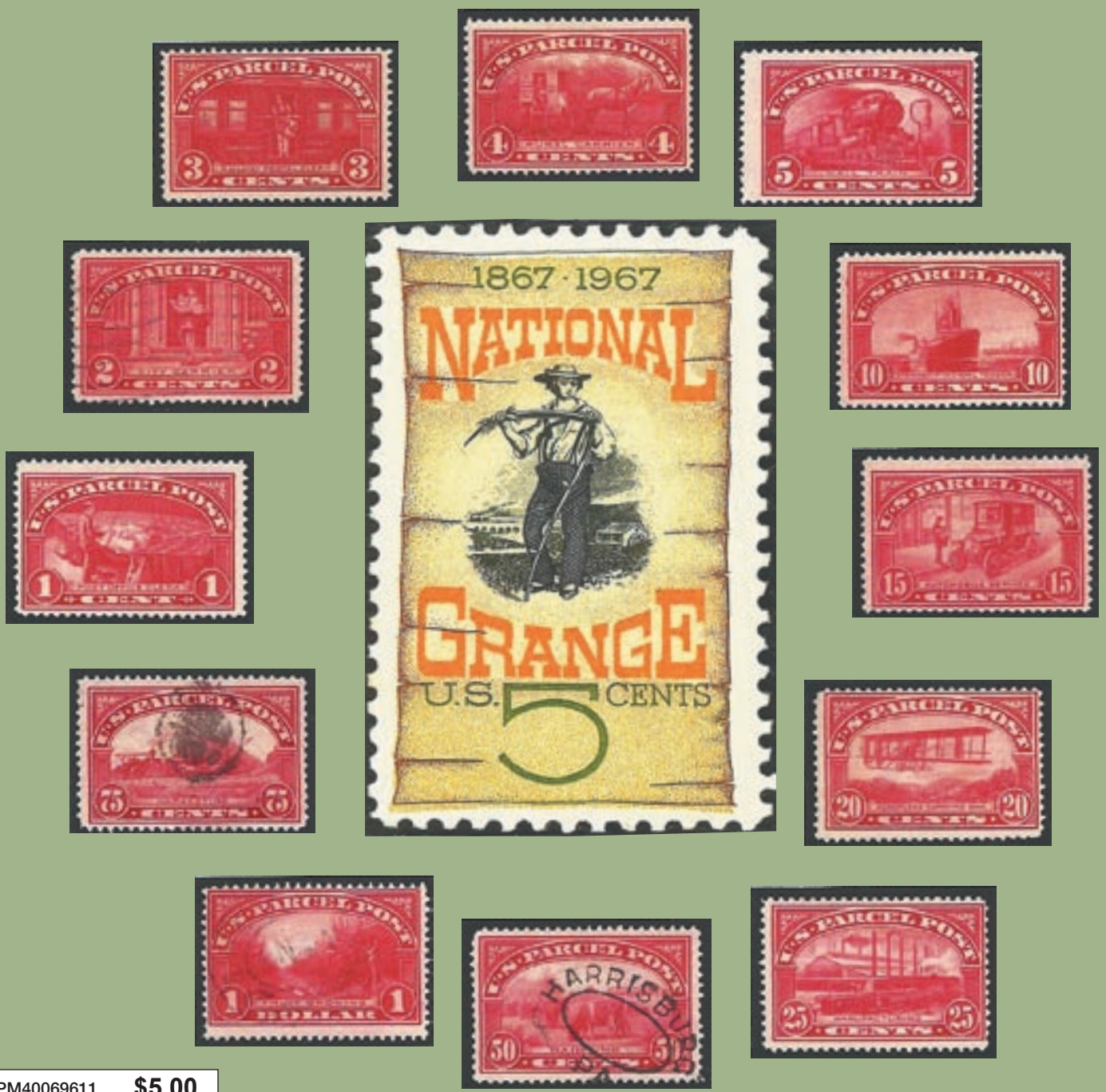

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LA SOCIÉTÉ ROYALE DE PHILATÉLIE DU CANADA

The Royal Philatelic Society of Canada (RPSC) is the successor to the national society founded in 1887. Membership in the Society is open to anyone interested in stamps. Whether you are a beginner or an advanced collector, The RPSC offers a number of services that will be of interest to you. Here are just a few:

THE CANADIAN PHILATELIST **-** The international award winning bi-monthly magazine of The RPSC, it provides stamp collectors information and news – for members and from the members. Each year, the author of the best article published in *The Canadian Philatelist* receives the Geldert medal.

PERSONAL COLLECTION INSURANCE - Group insurance is available for members to obtain coverage for their personal collections. Chapters can arrange third party liability coverage to protect the club and its events. Both policies have substantially lower premiums than non-members would pay for similar packages. Details are available on both types of insurance, upon request, from the National Office.

SALES CIRCUIT - The Sales Circuit is a useful method of disposing of surplus material and acquiring other material for your collection. Details on request.

ANNUAL MEETING - An annual convention held in a different locale each year provides an ideal opportunity to meet friends, exchange ideas, and get advice on your collection or exhibition at which exhibitors can qualify for international shows. You will also get a chance to visit a dealer bourse and attend interesting and informative seminars.

CHAPTERS - The RPSC has a network of local clubs across Canada. Chapter meeting details are published in The Canadian Philatelist. A great way to network with other collectors in your area.

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OTHER SOCIETIES - As the national society for stamp collectors, The RPSC works in partnership with many other societies and associations, such as the Canadian Stamp Dealers Association and Canada Post Corporation.

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La Société royale de philatélie du Canada (SRPC) est le digne successeur de l'organization fondée en 1887. Tout individu intéressé par la collection de timbres-poste peut en devenir membre. Que vous soyez un collectionneur débutant ou chevronné, la SRPC vous offre une gamme de services qui sauront vous intéresser. En voici quelques-uns:

LE PHILATÉLISTE CANADIEN - Cette publication bimestrielle, primée au niveau international, offre aux membres des informations et des nouvelles sur le monde philatélique rédigées par ses membres. Chaque année, la médaille Geldert est décernée à l'auteur du meilleur article publié dans Le philatéliste canadien.

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ASSURANCE COLLECTION PERSONNELLE - les membres peuvent obtenir une assurance-groupe afin de protéger leurs collections personnelles. Les chapitres peuvent souscrire une assurance responsabilité vis-à-vis des tiers pour protéger le club et les évènements qu'il organise. Les primes pour les deux polices sont de beaucoup inférieures à ce qu'un non-membre paierait pour un contrat similaire. Vous pouvez obtenir des renseignements sur ces deux types de police en vous adressant au Bureau national.

CHAPITRES - Des clubs locaux au Canada constituent un réseau où les membres de La SRPC reçoivent un accueil chaleureux. Les renseignements sont publiés dans Le philatéliste canadien.

SITE WEB DE LA SRPC - La SRPC a un site Internet www.rpsc.org où les membres obtiennent les informations à date, les événements philatéliques à venir et peuvent accéder à plusiers autres sites philatéliques. Vous pouvez, en tant que membre, y ajouter vos adresses courriel et site web

PARTENARIAT - La Société a des ententes avec plusieurs autres sociétés et associations philatéliques, notamment l'Association canadienne des négociants en timbres-poste et la Société canadienne des postes (SCP).

SOCIÉTÉ CANADIENNE DES POSTES - La SRPC a un agent de liaison pour représenter La Société, ses Chapitres et ses members. Les members peuvent soumettre des questions d'intérêt commun aux deux Sociétés. Vous pouvez également obtenir des renseignements auprès du Bureau national.

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Les renseignements contenus dans le présent formulaire seront utilisés à seule fin de communication par le Bureau national de la SRPC, les directeurs de la Société et ses représentants. La Société publie le nom de chaque personne qui fait une demande d'adhésion dans *Le Philatéliste canadien* afin que les membres puissent exprimer leur objection, le cas échéant. Ces renseignements ne seront jamais vendus ou transmis à des publicitaires. Si vous avez des questions, veuillez vous adresser au Bureau national au 1-888-285-4143

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Revue de La
SOCIÉTÉ ROYALE DE PHILATÉLIE DU CANADA

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THE COVER / PAGE COUVERTURE:

The decision by the United States Congress 100 years ago to enact legislation establishing parcel post service may well help the post office stave off financial difficulties a century after that serendipitous event. United States Parcel Post service celebrated its 100th birthday on January 1, 2013 and Richard Logan looks at the history of mail delivery leading up to the inauguration of parcel post on that date.

Parcel Post was an instant success, especially with the rural community, but with urbanites as well. The post office delivered more than 4 million parcels in its first week of operation and more than 300 million parcels during its first six months. For more details of the historic event see Logan's column beginning on page 211.

La décision du Congrès américain, il y a cent ans, de légiférer sur l'établissement d'un service de colis postaux pourrait bien aider la Poste à éviter les difficultés financières un siècle après cette décision heureuse. Le service de colis postaux des É.-U. a célébré son 100e anniversaire le 1er janvier 2013 et Richard Logan se penche sur l'histoire de la livraison postale qui a abouti à l'inauguration du service de colis postaux le 1er janvier 1913.

Les colis postaux ont joui d'un succès instantané, surtout auprès de la population rurale, mais aussi parmi les citadins. La Poste a livré plus de quatre millions de colis au cours de sa première semaine d'activité et plus de 300 millions durant les six premiers mois. Pour obtenir des détails supplémentaires sur ce fait historique, lisez la chronique de Richard Logan en page 211.

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notes du RÉDACTEUR

RPSC news *by / par Tony Shaman, FRPSC* **nouvelles SRPC**

There is constant competition for space in every edition of the magazine. Articles need to be juggled and rejigged in an effort to include as much content as possible. But now that much of the official business of running our society such as the election of officers, exhibits, convention and AGM notices are behind us, we have a bit more space for feature articles that of necessity need to take a back seat to time-sensitive content.

We are happy that we can finally run a somewhat longer-than-usual article that George Arfken penned back in August 2010. It covers a facet of the hobby, Canadian mail to India, which is not your run-of-the-mill postal history piece. We are confident that you will enjoy reading it despite its somewhat longer length. And his accompanying covers, reproduced in vivid colour, are enough to die for.

The well received, serialized article by C.R. (Ron) McGuire, "Collecting Was More Fun When I Was a Youngster" that required a record-setting seven installments to complete, is coming to a close in this issue. But, it is a record that will not stand for long: Gray Scrimgeour's article entitled "Philately in Western Canada: The Prairies" is poised to topple the record.

There was a vibrant collecting fraternity driving our hobby in our prairie provinces in the closing years of the 19th century and throughout the 20th century that continues to this day and it will take some time to tell the story. At this juncture, we have not determined how many installments it will take to run the entire piece, but it will definitely be more than seven.

Ontario has a substantially larger collecting population than the prairie provinces combined and we could only guess at how many installments it would take to document the philatelic scene of the province should we be fortunate enough to find someone willing to document its history. Although admittedly challenging, it could be a rewarding undertaking with a payback of satisfaction for the right individual. Any takers?

Longtime contributor Joseph Monteiro writes about the pictorial issues of three South Pacific

La concurrence pour de l'espace dans chaque numéro de notre revue est constante; il faut jongler avec les articles et les passer au crible pour intégrer le plus de contenu possible. Maintenant qu'une bonne partie des affaires administratives liées au fonctionnement de notre société, comme l'élection de représentants, les expositions, le congrès et les avis relatifs à l'assemblée générale annuelle sont derrière nous, nous avons davantage de place pour les articles de fond, obligatoirement mis de côté alors que nous devions publier les textes qui ne pouvaient pas attendre.

Nous sommes donc heureux de pouvoir enfin publier un article, un peu plus long que d'habitude, rédigé par George Arfken en août 2010. Il traite d'un aspect de notre loisir qui vous changera de l'histoire postale habituelle, la poste canadienne vers l'Inde. Nous sommes convaincus que cette lecture vous plaira, même si l'article est un peu long. Les plis reproduits en couleurs vives qui l'accompagnent sont à vous couper le souffle.

L'article bien accueilli de C.R. (Ron) McGuire, « Collecting Was More Fun When I Was a Youngster » (La collection était plus amusante quand j'étais gamin) dont l'édition s'est échelonnée en un nombre record de sept numéros s'achève avec celui-ci. Mais voilà un record qui ne tiendra plus longtemps : en effet, l'article de Gray Scrimgeour intitulé « Philately in Western Canada : The Prairie » (La philatélie dans l'Ouest canadien : les Prairies) est sur le point de l'éclipser.

Une confrérie dynamique de collectionneurs, qui pratiquaient la philatélie dans nos provinces des Prairies pendant les dernières années du 19e siècle et tout au long du 20e, poursuit toujours ses activités et cette histoire sera longue à raconter. Nous n'avons pas déterminé aujurd'hui combien il faudra de numéros pour publier le texte au complet, mais le compte dépassera sûrement sept.

Les collectionneurs sont beaucoup plus nombreux en Ontario que dans toutes les provinces des Prairies réunies et nous pouvons difficilemen imaginer le nombre de numéros qu'il faudrait pour décrire le paysage philatélique de cette province, si jamais nous avions la chance de trouver un volontaire qui se chargerait de cette histoire. Tout un défi – cela va de soi, mais pour la bonne personne et sur le plan de la satisfaction, l'entreprise pourrait être valorisante. Quelqu'un est-il preneur?

postal administrations, what the images on the stamps represent and a bit about the islands themselves. In this issue, he looks at the stamps of Papua New Guinea, Pitcairn, and Western Samoa.

Due to lack of space we have had to delay a number of articles that had been queued up to be printed in previous editions. One such piece is Lane Robson's submission dealing with the Quebec Tercentenary issue. We are pleased to be able to print it now.

You have likely perused the magazine cover and concluded that somewhere in the magazine's pages is an article dealing with parcel post delivery. The topic is, indeed, a timely one as post offices around the globe are contemplating cutting services in an effort to remain financially solvent.

How unlike a century ago when the post office was expanding services that included, notably, parcel post and rural mail delivery. How times have changed. It may be that the frequently quoted French proverb "the more things change, the more they stay the same" no longer holds, at least for the post office. ✉

Dans un autre ordre d'idées, notre collaborateur de longue date, Joseph Monteiro, décrit les illustrations produites sur les timbres de trois administrations postales du Pacifique Sud, et nous parle un peu des îles elles-mêmes. Dans le présent numéro, il s'intéresse à la Papouasie-Nouvelle-Guinée, à Pitcairn et au Samoa-Occidental.

En raison du manque d'espace, nous avons dû remettre à plus tard la publication d'articles qui attendaient déjà leur place dans les éditions précédentes. Notamment, celui de Lane Robson sur l'émission du Tricentenaire de Québec.

Vous avez sans doute jeté un coup d'œil à la page couverture de notre revue et en avez conclu que vous trouveriez quelque part en la parcourant un article portant sur la livraison des colis postaux. Le sujet est, en effet, d'actualité, car les bureaux de poste partout dans le monde envisagent des réductions de service dans une tentative de demeurer solvables.

Tout un changement par rapport au siècle dernier alors que les bureaux de poste augmentaient leurs services avec, entre autres, la livraison des colis postaux et celle du courrier dans les régions rurales. Comme les temps ont changé! Il se pourrait que le proverbe français « plus ça change, plus c'est pareil » ne soit plus valable, du moins en ce qui concerne la poste. ✉

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IN THE **MAILBOX**
DANS LA BOÎTE AUX **LETTRES**

DEAR EDITOR,

Having just finished reading the May/June 2013 issue of *The Canadian Philatelist*, cover to cover as usual, I am writing to say how much I enjoyed Ron McGuire's series about collecting as a youngster.

Of particular interest to me was the cover shown in "Figure 29" (page 165, Vol. 64, No. 3) from my mentor, Alden C, Johnson. When I was eight years old, a doctor at Sick Kids Hospital said that I would be in a wheelchair by the time I was 35 because I was born with "bad bones." At about the same time my friends and I were all collecting stamps. I lived about midway between Empire Stamp Co. and Mr. Johnson's stamp shop on Yonge Street.

Most Saturdays saw me in one of the two shops. Mr. Johnson, (I always called him Mr. Johnson) was particularly helpful and managed to do quite well running his business, although he needed crutches to get around. He was an inspiration to me, showing that even if I was to be in a wheelchair I could earn a living, perhaps as a stamp dealer.

Those who know me will know that I am now more than twice the age of 35 and do not require any help to get around, although arthritis is starting to creep in. It was Mr. Johnson who sold me many of my early New Zealand stamps and gave me many lessons in the fundamentals of using tongs, mounting stamps with hinges, reading a catalogue and taking care of all the stamps that came my way.

One of my earliest honours that I received was the day that Mr. Johnson invited me to visit his home where he had a much larger stock of stamps and the largest safe I had ever seen outside of a bank. An item that he showed me that day was a personal cheque signed by American President John Quincy Adams that was marked "NSF." At least it was his personal cheque and not one drawn on the national account of the USA, although that may be appropriate in these modern times.

Again, my thanks to Ron for his series and to the editor for printing it and bringing back memories of a great stamp dealer and a great friend.

Sincerely,
Jim Measures,
Clifford, ON

DEAR EDITOR

In Part 6 of my series, 'Collecting Was More Fun When I Was a Youngster' I was remiss in not mentioning that in illustration 28, the photograph of Vinnie Greene presenting me with my first V. G. Green Award, the woman to his left is Beverly Clark [FRPSC - 1985]. Mrs. Clark was BNAPEX '83 co-chair and served as President of the RPSC from 1982 to 1986.

Sincerely,
C.R. MCGuire
Ottawa, ON

DEAR EDITOR

I read with interest Philately in Western Canada the Prairies, Part 2, in the March/April 2013 edition of *The Canadian Philatelist*, Vol. 64, No. 2, page 106, concerning the dealer/collector Stuart Kenyon (1918-1991).

Of course, Stuart Kenyon is known for his postal history of Western Canada. It is mentioned that he collected the 1859s but what is not really known is that he plated the 1-cent 1859 (Scott #14). The complete plating of the outer aspects of the sheet including imprints was done by him although he had yet to complete the central portions of the sheet.

This collection was sold to Dr. Arthur Groton and during the 1981 Arthur Groton sale the late Dick Lamb was the buyer of this lot. Years later, about 1987, I went to Dick Lamb's house and learned that the collection was still intact. It will be utilized in conjunction with the proof sheets which have been more recently sold since the American Banknote Archive sale to help complete the plating. I thought that I would let readers know that the collection is still intact.

Sincerely,
Dr. Jim Watt
Hamilton, Ontario

DO YOU HAVE SOMETHING TO SAY?
Here's your opportunity to express your views towards previously run articles, shows, or anything related to philately. Send your letters to:
Letters to the Editor, P.O. Box 46024 RPO Laurentian, Kitchener, ON N2E 4J3, email: tshaman@rogers.com.

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Nous vous offrons l'occasion de faire connaître vos impressions sur des articles passés, des expositions ou n'importe quel autre sujet d'intérêt philatélique.
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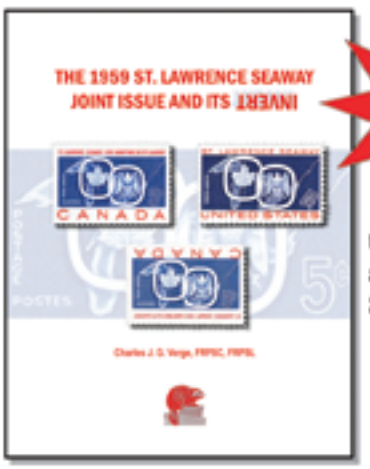

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What a pleasant surprise it was to receive the illustrated cover sent from Jamaica on 27 January 1959. My late wife, Dorothy, and I went to Montego Bay, Jamaica for 12 years every March until a disastrous hurricane destroyed the whole tourist area on the north shore of Jamaica.

The envelope seems to come from a W. Tooke, P.O. Box 50, Wichfaeld Toress, Jamaica. I do not remember who the writer is. I can only decipher on the postal cancellation "27 Jan, 1 pm, 1959, Jamaica" and the boxed cachet "SPEND YOUR VACATION SUMMERLAKE JAMAICA" The two George VI 4 pence stamps are lightly cancelled, which is a bonus. On the back of the cover, in purple ink, is the Station's MAIL ROOM receiving cancel dated JAN 31- FEB 13 RCAF Station Aylmer West.

My wife, son and I enjoyed six and a half years at RCAF Station Aylmer. After four years at RCAF Station Greenwood with 404 Maritime Reconnaissance Squadron serving as a navigator, I transferred to the Logistics Branch and was posted to Aylmer, a lovely town near London, Ontario I attended the 12-month supply officer's course at Aylmer and served as the Base Junior Supply Officer for two years and finally another two years as the Officer Commanding the Officers' Supply School.

I was then transferred overseas with NATO serving two years at 30 Air Material Supply Depot, Langar, UK for two years and then to RCAF Air Weapons Unit, Decimonammu, Sardinia. While stationed at Aylmer, I started the RCAF Station Aylmer Stamp Club, a now disbanded Chapter of The RPSC. We had a large clubroom and put on an annual stamp show with exhibits on the annual Armed Forces Day in June. We won a few RPSC medals for the club. I remember one exhibit that we did on RCAF Station Post Offices. A small cancelled envelope with an airmail stamp was placed on a large glass framed map of

Continued on page 216

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EARLY CANADIAN COVERS TO INDIA

By George B. Arfken, FRPSC

In the aftermath of the Mutiny, 1857 - 1859, Britain stripped the East India Co. of its authority in India. This authority and control reverted to the crown. Badly needed military, social and economic reforms were rapidly introduced. This included building a railway system. Along with these reforms there was continuing pressure for faster mail service between Britain and India. In the 1860s there were two routes from England to India.

1. THE SLOW ROUTE

- Peninsular and Oriental (P.&O.) ships from Southampton to Alexandria, Egypt.
- Across Egypt by rail to Suez on the Red Sea. Use of the Alexandra – Suez railway began in 1859.
- Ship to Aden and Bombay. The slow route, Southampton to Alexandria, was eliminated February 1, 1880.

2. THE FAST ROUTE. FERRY TO CALAIS.

- Until Oct. 1870: Rail to Marseilles. No Canadian covers to India via Marseilles have been reported.
- Oct. 1869: via Brindisi, Italy.
- May 1872: Rail to Brindisi via Mont Cenis tunnel.
- British or French packet to Alexandria and then, the last parts of the slow route, Suez to Bombay.

The Canadian rates to India via Allan packet to the U.K. are shown on the left half of Table 1. The right half of Table 1 shows the British rates which were to be credited to Britain by the Canadian Post Office. The March 1, 1868 Canadian rates and date were sent to Ottawa from London by letter[2, 407]. The Duckworths found the February 9, 1870 rates and dates in the Halifax Letter Book[2, 407]. The 23¢ rate probably started July 1, 1859. No covers to India paying this rate have been reported.

Figure 1. An Officer's Letter posted in Montreal, November 9, 1868, and addressed to Bombay or Elsewhere, East Indies. Courtesy of Firby Auctions, Menich collection.

One of the earliest reported Canadian stamped covers to India is shown in Figure 1. There are only two Decimal stamped covers to India. This was an 1868 Officer's Letter paying the Officer's Letter rate of 28¢ instead of the 30¢ shown in Table 1. An Officer's Letter going from Canada to the U.K. and on to another British Empire country had to pay the regular rate to the U.K. plus 6d toward the rate from the U.K. to the other country[2, 389]. This cover was franked to go by Cunard steamer out of New York (15¢). The 6d added 12½¢ for 27½¢. Hence the payment of 28¢.

There's more. The red 6 accountancy mark (a credit of 6d to the U.K., a debit of 6d to Canada) meant that the cover actually went by Allan packet (subsidized by Canada). If the cover had gone by Cunard (subsidized by Britain), the credit/ debit would have been higher. So the cover was overpaid 3¢ (12½¢ for the Allan packet plus 12½¢ for the U.K.'s 6d, a total of 25¢.

Table 1. Letter Rates to India by Allan Packet to England

CANADIAN RATES			BRITISH RATES *		
Date	**Via Sou.**	**Via Mars.**	**Via Sou.**	**Via Brin.**	**Date**
Jan. 1, 1867	23¢		6d		Feb. 1, 1856
Mar. 1, 1868	30¢ †	38¢ †	9d		Mar. 1, 1868
Feb. 9, 1870	22¢ ‡		9d		
		Via Brin.			
	22¢	not listed	9d	16d	Oct. 2, 1869
Oct. 1872	22¢	28¢	9d	12d	Dec. 16, 1870
Oct. 1876	16¢	20¢	6d	8d	July 1, 1876
Aug. 1, 1878	not listed	10¢	6d	8d	
July 1879	10¢	15¢	4d	6d	Apr. 1, 1879
Feb. 1, 1880	withdrawn	15¢	withdrawn	5d	Feb. 1, 1880

Sou. = Southampton Brin. = Brindisi Mars. = Marseilles † Letter from London [2, 407]. * Moubrays [1, 380] ‡ Halifax Letter Book [2, 407].

The ships that probably carried this cover were the following:

- Quebec, Nov. 14, 1868 - Liverpool, Nov. 25. *Allan Nestorian*
- Southampton, Nov. 28 - Alexandria, Dec. 11. *P.&O. Massilia*[3]
- Suez, Dec.14 - Bombay, Dec. 27. *P.& O. Golconda*[3].

The word "probably" is used because backstamps to confirm these dates are not available.

The cover of Figure 2, dated May 26, 1870, was paid 30¢ with two 15¢ Large Queens. The writer and/or postal clerk were unaware of the reduction to 22¢ on February 9. The red 9 was the correct accountancy mark, 9d credit to the U.K., 9d debit to Canada. The red 1d on the right may be a credit to India to help pay to get the letter to Cannanore which was about 500 miles south of Bombay along the Arabian Sea coast.

The ships that probably carried this cover were the following:

- Quebec, May 28, 1870 - Liverpool, June 6 *Allan Scandinavian*
- Southampton, June 11 - Alexandria, June 24 *P.& O. Syria*
- Suez, June 26 - Bombay, July 9 *P.& O. Deccan*

Figure 2. Posted in Cobourg, Ont., May 26, 1870, and addressed to Cannanore, India. Courtesy of Firby Auctions, Menich collection.

The Suez Canal was opened in November 1869. The British ships from Southampton did not go through the Suez Canal until January 1871. The mail to India did not go through the Suez Canal until August 1874. The "bigoted Post Office"[4] insisted that the mail be unloaded at Alexandria, sent over the Egyptian Railroad to Suez and loaded onto the waiting ship, sometimes the same ship that had carried the mail to Alexandria.

Figure 3 shows the Deccan cover. It is addressed to The Paymaster 2nd Battalion 10 Foot Secunderabad, Deccan. Secunderabad is located in northern Andhra Prandesh, probably north of the capital, Hyderabad. Secunderabad was formerly one of the largest of the British military stations in India[5]. Deccan is an area of southern India including the states Andhra Prandesh, Maharashlra and parts of others.

The cover is franked with seven 3¢ Small Queens and a 2¢ Large Queen for a total of 23¢, overpaid 1¢. There is a bold red 9 accountancy mark and, on the right, a red 1d. This appears to be a 1d credit o the Indian Post Office.

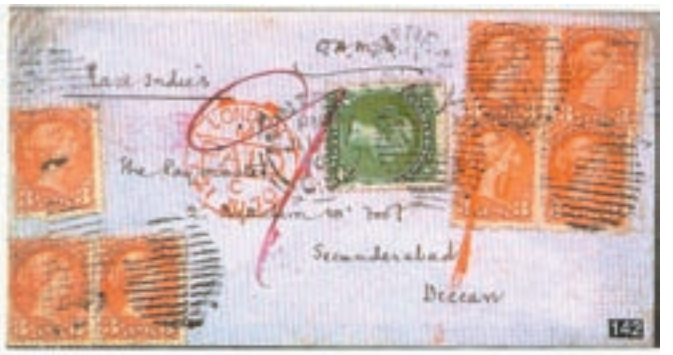

Figure 3. Posted in Montreal, June 9, 1870, and addressed to Secunderabad, Deccan. There is a LONDON PAID 21 JU 70. Courtesy of Maresch Auctions, Simpson collection.

The ships that probably carried this cover were the following:

- Quebec, June 10, 1870 - Londonderry, June 20, *Allan Scandinavian*
- Southampton, June 25 - Alexandria, July 7
- Suez, July 9 - Bombay, July 21, *P.& O. Sumatra*

The cover probably went from Bombay to Secunderabad by rail.

Figure 4 shows a much traveled cover. The story is given in the writings on the front and the date stamps both front and back. The cover went from Quebec JU 11 70 to London 21 JU 70, by P.&O. steamer to Bombay and then to Madras AU 3 1870 by rail. Delivery failed and the cover was sent back to Bombay 8 AU 70 and returned to England 10 SP 70. The cover was sent to Barbados OC 4 70. Again delivery failed. There was a Barbados OC 4 1870 stamp and the cover was returned to England. The cover was finally delivered to Newton Abbot OC 31 70. Actually there were five Madras backstamps.

The 22¢ rate was paid with 22½¢ in Large Queens plus one (unnecessary) 1¢ Small Queen. Despite the return trip from India and the round trip to Barbados, there were no further charges. For a letter to an officer, redirection was free.

Before the spread of railways in India, Canadian and British mail to Madras or Calcutta was sent on a P.&O. steamer that went fortnightly from Suez at the north end of the Red Sea to Point de

Figure 4. Mailed in Quebec on June 11, 1870, the cover was addressed to Madras, India. Delivery failed and the cover traveled as described above. Courtesy of Firby Auctions, Arfken collection.

Figure 5. Posted in Montreal, November 13, 1871, and addressed to Bombay, India. Courtesy of Firby Auctions, Arfken collection.

Figure 6. Mailed in Campbellford, N.B., September 6, 1877, and addressed to Madras, India. Courtesy of Longley Auctions.

Galle at the southwest edge of Ceylon, by-passing Bombay. Galle was a junction point. Steamers left Galle for 1. Madras and Calcutta, 2. Singapore and China and 3. Australia. This provided a water route from Suez to Madras and Calcutta. When rail service became available, mail went by rail from Bombay to Madras and Calcutta.

The cover of Figure 5 paid the Allan packet rate to India exactly. However, this cover was not carried by an Allan packet. To make the connection with the P.&O. steamer at Southampton, it was sent to New York and was carried on the Guion Wyoming that sailed on November 15. The Allan Nestorian would sail from Quebec on Nov. 18 and would have been too late for the P.&O. connection.

Taking the U.S. ship from New York meant extra charges by the U.S. There was the 2¢ U.S. transit fee and a 2¢ sea postage for the Wyoming. This is why the red accountancy mark was 11 instead of the 9 listed in Table 1.

The Treaty of Berne forming a postal union was signed on October 9, 1874. The provisions of the treaty became effective on July 1, 1875[6]. An important part of this treaty was the attempt to cut the postal rate for most international mail to 5¢ per ½ oz. For letters going long distances by sea, an extra 5¢ per ½ oz. was authorized. A year later, on July 1, 1876, Britain reduced its rate to India to 6d (for the slow route). Three months later on October 1876, this 3d British reduction, about 6¢, was passed on to Canadian writers as a reduction from 22¢ to 16¢. The 16¢ for the cover of Figure 6 was paid with two 5¢ and a 6¢ Small Queen. Note the Brindisi endorsement has been crossed out.

Figure 7. Posted in Toronto, July 13, 1878, and addressed to Madras, India. Courtesy of Firby Auctions/Menich collection.

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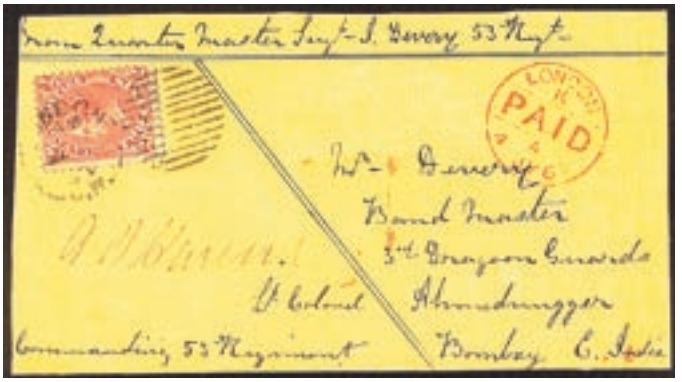

Figure 8. A Soldier's Letter. It was mailed in London, C.W., June 20, 1867, and addressed to Ahmednuggar, Bombay, India, East Indies. Ahmednuggar August 10 b/s. Courtesy of Firby Auctions.

Figure 7 shows another 16¢ cover to India. This cover was paid with three 5¢ and one 1¢ Small Queens. The cover was carried on the Allan Sardinian[7] out of Quebec, July 20, 1878 to Londonderry and reached London by 30 JY 78. As Canada would adhere to the UPU rates and regulations on Aug. 1, 1878, Firby suggested that the cover was sent on the fast track. This meant ferry to Calais and rail to Brindisi. Note the red 6 accountancy mark almost lost in the red LONDON PAID.

A Soldier's Letter to India is shown in Figure 8. Dated June 20, 1867, this is believed to be the earliest Canadian stamped cover to India reported so far. The letter was written by Quartermaster Sergt. J. Devery and addressed to Bandmaster W. Devery. Sergt. Devery paid the Soldier's Letter rate of 1d or 2 cents with a 2 cent Decimal. Carried by the Allan Moravian out of Quebec June 22, the cover went by the slow route, P.&O. steamers from Southampton to Alexandria, Egypt and from Suez, Egypt to Bombay. With only 2 cents paid, Britain was not about to send the cover through the U.S. with a U.S. transit fee or through France with a French transit fee. ✉

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U.S. Parcel Post System
CENTENARY IN 2013

By Richard Logan

Article I, Section 8 of the United States Constitution enumerates the legislative powers and Clause 7 – known as the "Postal Clause," empowers Congress "To establish Post Offices and Post Roads" was added primarily to facilitate interstate communication as well as to create a source of revenue for the early United States (US). That was in effect on March 4, 1789. The modern Post Office originated in 1792 as the US Post Office Department (USPOD) and used the new law to guarantee the sanctity of personal correspondence.

In 1841, the USPOD employed just about 14,290 men who carried annually 2900 letters and 2700 newspapers per 1000 white population.

On July 1, 1847 the first stamp issue of the US was offered for sale. The 5-cent stamp paid for a letter weighing less than 1oz and travelling fewer than 300 miles; the 10-cent stamp for deliveries to locations greater than 300 miles.

For the next 16 years a mailer had to take a letter to the Post Office to mail it and the addressee had to pick up the letter at the Post Office unless they lived in one of the larger cities where home delivery – for an extra fee – was available. In 1863, free city delivery was instituted in 50 US cities; by 1890 Post Offices were delivering mail to residents of all US cities. Rural free delivery was unheard of.

The Fourth Class of mail was created in 1879 and concerned merchandize weighing up to 4 lbs with a single flat rate of 1 cent an ounce regardless of distance. Anything over this weight limit had to travel at First Class rates or go by a freight and cargo transport company such as American Express, Wells Fargo & Company and Adams Express Company. For years, the private express companies enjoyed a virtual monopoly in the small package business and fought off any efforts to create a general Parcel Post mail system.

First US postage stamps - 1847.

In the late 1800s, the National Grange lobbied Congress for the free delivery of mail to rural households.

Rural mail still had to be picked up at the Post Office and in most cases involved a day's travel, round trip. For this reason, mail was stacked up for weeks at a time until a "justified" trip to the Post Office could be coupled with picking up much needed supplies. One farmer reckoned that over a 15-year-period he had travelled 12,000 miles going to and from his Post Office to get the mail. Help came on October 1, 1896 when Congress approved the establishment of Rural Free Delivery (RFD). Farmers were tickled pink with the new service.

Even with RFD, farmers still had to get their produce to the nearest town or city large enough to support a cargo transport company. The answer had to be the creation of a Parcel Post mail system which, of course, was being lobbied against by the express companies and county general stores. In the end, the rural residents who, by the way, represented 54% of the country's population won.

On August 24, 1912 Congress approved legislation that created a Parcel Post system. The service began on January 1, 1913

Scott No. JQ 1-5.

and was an instant hit and a major extension of the postal service.

While rural residents were pleased with the service, city dwellers loved it too. During the first week of service it is reported that 1600 out of the 1650 Post Offices providing city delivery handled over four million Parcel Post packages. From January 1 to June 30, 1913 approximately 300 million parcels were handled throughout the US and the numbers leaped when on July 1, 1913 "Collect On Delivery" (COD) service was added. Eight zones were also established in 1913 so that postage rates reflected both weight and distance and it is interesting to note that they have served until the present time.

It was a bitter blow to the major express companies and a boon to mail order businesses such as Montgomery Ward & Company and Sears Roebuck & Company.

No wonder. The new Parcel Post rates were approximately one-third the cost of sending something via an express company.

The 4lb. weight limit on mail also went the way of the Dodo Bird and the weight limit was established at 11lbs. Pressure built and within a year, weight limits of 50lbs for nearer points and 20lbs for distant points were established.

Container manufacturers jumped on the bandwagon by producing a myriad of boxes capable of shipping anything from eggs, Christmas decorations, false teeth, fruit, vegetables, butter and so on. Aside from being adequately packed, the boxes had to be able to be opened for inspection and sealed boxes were considered First Class mail.

History records that the largest object ever delivered was the facing of a building. When in 1916 W.H. Coltharp, a young business man, set about building a Bank and General Merchandizing Store in Vernal, Utah, he ran into a problem. The bricks, he needed were produced by the Salt Lake Brick Company, located about 120 miles from Vernal. The freight charges to ship the bricks were about four times more expensive than what the bricks were worth. Young Coltharp came up with the idea of shipping the bricks – all 80,000 of them – through the Parcel Post service in 50lb. packages.

The Salt Lake City and Vernal Postmasters as well as two railroads and a freight company, all responsible for hauling the bricks were overwrought as the tons of bricks showed up; however, the bricks were delivered. The Postmaster General and his staff rushed to rewrite the legislation and a limit of 200 lbs. total weight became as much as one co-signor could send to one co-signee on any given day.

The legislation that created the Parcel Post system also specified that "the postage in all cases shall be prepaid by distinctive postage stamps affixed. "These stamps were not valid for postage on mail matter of other classes. If one used regular stamps for Parcel Post mail, the package was held by the Post Office as "Held For Postage" and the sender had to buy the required Parcel Post stamps to send the package along.

Aside from the writing and implementing of regulations for the new service, the Post Office had four months and seven days to design, print and distribute the necessary stamps.

The job of design fell to Clair A. Huston, the chief postage stamp designer at the US Bureau of Engraving and Printing (USBEP). By early September, information leaked to the Philatelic Press indicated that 12 stamps would be issued in denominations of 1-2-3-4-5-10-15-20-25-50 and 75 cents plus a $1.00 value. The pictorial designs would address three themes: the 1 through 4 cent issues would show postal employees at work, performing their specific duties; the 5 through 20-cent issues would depict methods of mail transportation. The 25-cent through $1.00 issues featured scenes of industry and agriculture. They were among the first US stamps to be engraved from photographs having verifiable existence.

The stamps were printed by the USBEP using 180-subject flat plates on single line watermarked paper and were perforated 12 between November 27, 1912 and April 5, 1913. The sheets were cut into four panes of 45 stamps - not the customary 50-stamp panes - before delivery to Post Offices. The stamps were all one colour - Carmine Rose - which meant that the postal clerks

This fantasy stamp was created using the GNV image manipulation program and shows what a 1912, 1-cent stamp would have looked like had they been printed in two colours. Photo: Courtesy of Robert Swanson.

Scott No. Q 1-12.

selling the stamps had to be very careful not to hand out the wrong denomination. Therefore, they were unpopular with Post Office staffs. The general public, pleased with the service, did not; however, like the large size of the stamps because they often had to be used in multiples on very small packages and mailing tags.

US philatelists of the day were unhappy too since fourth class mail ordinarily was not date cancelled and made first day usages difficult. They were pleased; however, with the 20-cent Parcel Post stamp – "the first government issued postage stamp of any country to show an airplane."

As a result of the new Parcel Post classification, a set of five yellowish green Parcel Post Postage Due stamps was issued between November 27 and December 16, 1912 in values of 1-2-5-10 and 25 cents. Also designed by Huston, they were perforated 12 and all of the same geometric lathe design with the exception of the numerals of value positioned in the centre of the stamp. They were criticized in the same way as the Parcel Post stamps.

On March 5, 1913 Albert S. Burleson took over as the 45th US Postmaster General (USPMG) and was handed the complaint file of the Parcel Post Issues with orders to pacify the wet baby. Sixteen days later he approved a design for a new and smaller parcel post stamp, including changing the colours to match the denominations. Plates were prepared for the second issue but were never used. Cooler heads prevailed and instead, Burleson used a clause in the Parcel Post Law that authorized the USPMG, with the consent of the Interstate Commerce Commission, to amend the conditions of mailability.

Order No. 7241 issued on July 1, 1913 directed that ordinary postage stamps would be valid for postage, insurance and COD fees on parcels and that distinctive parcel post stamps would be valid for all purposes for which regular stamps are valid. It was further ordered that the issuance of parcel post stamps and Parcel Post Postage Due stamps be discontinued after existing stocks were exhausted and that no additional supplies should be printed. It took about 20 years to get rid of the 753,104,009 Parcel Post stamps that had been printed. The Parcel Post Postage Due stamps were not used after July 1, 1913.

USPMG Albert Burleson and his predecessor Frank Hitchcock both boasted during their terms of office that the USPOD would eventually monopolize all the "best way" parcel shipping in the United States. That, obviously never happened. ✉

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PART 4

PHILATELY IN WESTERN CANADA: THE PRAIRIES

By Gray Scrimgeour, FRPSC

CALGARY-AREA COLLECTORS

Louis S. Crosby (1887-1964; Figure 28) arrived in Banff from Charlottetown in 1907. He worked for Brewster Transport for 57 years, first as a bookkeeper and then as President[48]. He was an athlete and an active member of the Alpine Club of Canada. Crosby was inducted into the Banff Sports Hall of Fame in 2006. Lou was the first Alberta member of BNAPS[49]. He specialized in P.E.I. stamps and covers, and Small Queen stamps. His exhibit of Prince Edward Island won the Grand Award at the 1956 Canadian Philatelic Society convention.

Figure 28. Louis S. Crosby. Courtesy of the Town of Banff.)

For many years, Samuel C. Nickle, Jr. (1913-1994; Figure 29)[50] was the most prominent stamp collector in Calgary. He was the city's philatelic patron and mentor. Sam - a prominent Calgary business man (he founded the Nickle Map Service Ltd., which supplied maps to the oil industry) - collected a wide variety of Canadiana as well as stamps. Sam and his wife Rosemary were co-managers of Canadiana House Art Gallery, opened in the early 1970s, in the Wheat Pool Building in Calgary. There, they had an art gallery and restoration and mounting facilities, and sold early Canadiana - including stamps.

Sam collected as a youngster. He exhibited a collection of British North Borneo at the Calgary YMCA Boy's Fair in 1925. Some essays, proofs, stamps, and covers of his Canada Pence Issue (including the 12d pair) were auctioned by Charles Firby in 1988, and his remaining Canada Pence and 1859 Issue material was auctioned by Christie's in New York in March 1993. His pre-1838 Canadian documents were sold by Firby in June 1996.

Figure 29. Sam and Rosemary Nickle. Courtesy: British North America Philatelic Society.

All of this material had won numerous awards. He also collected Canadian military mail, and helped build his wife Rosemary's 20th Century Canada (Quebec Tercentenary and Pioneer and Semi-Official Air Mail) collections. He was President of BNAPS and was elected a Fellow of the R.P.S.C. in 1982. Sam was a Director of the National Postal Museum and served on other national philatelic committees. He joined the militia in 1935, and in World War II he served in the Canadian Intelligence Corps. Until 1986, he was Honorary Colonel of the Calgary Highlanders[51]. He once told me that his most prized possessions were the army boots he had specially made in Scotland. He also told me about riding a freight train to Vancouver during the 1930s depression. He was often seen at stamp shows, but seldom seen without a cigarette.

THE FOOTHILLS PHILATELIST

According to an ad in the September 1950 issue of BNA Topics, Foothills Stamp Service, 609a Eighth Avenue West in Calgary, conducted mail-bid stamp auctions. This company produced a few issues of a house organ (to use Bob Arlidge's term) called The Foothills Philatelist (Figure 30). The editor was J. Sanders. McCready[52] says that Volume 1, Number 4 (May 1950; eight pages and a cover) was either the last or a late issue. The listed occupant of 609a Eighth Avenue West was Gainsborough Art Studio (art dealers and picture framing).

Figure 30 *The Foothills Philatelist*, Vol. 1, No. 4, May 1950.

Foothills Stamp Service organized a club called the Foothills Philatelic Exchange and published The Foothills Philatelist, "a monthly magazine." The President was Fred M. Peat, and Jack Benningen was Vice President. Sanders was Secretary-Treasurer. The Foothills Philatelic Exchange club met twice a month. It was a short-lived alternative to the more sophisticated Calgary Philatelic Society. There also was a Calgary Stamp Collector's Club, and in 1945 and 1949 there were discussions (not acted on) to merge this club with the CPS[53].

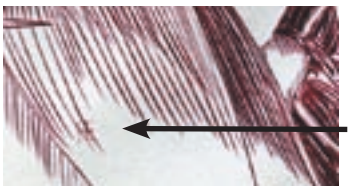

Figure 31. A first day cover printed by Universal Engravers Ltd. of Calgary. The enlarged view shows the hidden HE in the lapel of Mackenzie's suit. (Courtesy of Bill Pawluk).

UNIVERSAL ENGRAVERS LTD.

In the early 1950s, Universal Engravers Ltd. of Calgary printed envelopes with cachets for first day covers[54]. Their covers either bore the company name or had the initials UEL engraved in the design on the covers. Some covers bear a stylized HE, which identifies the engraver, Herbert Earle. A 1951 example with the HE hidden in the design is shown in Figure 31.

OTHER ALBERTA CLUBS

A Lethbridge Stamp Club was operating in April 1931. J.T. Percival of Coalhurst was President. H.L. Seamans was Secretary.

The Medicine Hat Philatelic Society was active in the 1950s. It was affiliated with the CPS. In 1951, the club met on the fourth Tuesdays at the City Hall Annex. Carl F. Sillak was President and George K. Rose was Secretary. In 1954, Sillak was still President and A.J. Brunet was Secretary. Meetings were at the Recreation Rooms of the City Hall Annex on the fourth Tuesday of each month.

SASKATCHEWAN

Published information on the establishment of organized philately in Saskatchewan is scarce. Regina and Saskatoon had early clubs, but perhaps surprisingly it was Yorkton that - for a few years - had the greatest national influence.

REGINA

There was an early stamp club in Regina, but I know little about it. The February 1910 issue of The Hobbyist says that a stamp club was being formed in Regina. Collector and writer Stephen Golder published a stamp column in the Regina Morning Leader then. I found only two columns, both entitled "Philatelic Notes" - on Saturday, February 12 and Saturday, February 19. There was no byline with either column. The columns discussed worldwide philately at a remarkably high level for general readership.

J. B. Parker was elected President of the Regina Philatelic Club in September 1926. B. McDermott was Secretary-Treasurer and Walter Jones was Sales Manager. The Regina Philatelic Society had Walter Jones as President in 1931. The Regina Junior Philatelic Society in 1931 was under the guidance of Mr. Palmer and Mr. Melville.

In December 1951, Harold S. Brown was elected to his fourth term as President of the Regina Philatelic Society[55]. Fr. J.S. McGivern was Vice President and Ron R. Doxsee was Secretary-Treasurer. Meetings were every Sunday afternoon at the Y.M.C.A. Brown died suddenly in the spring of 1952. H.E. Canham of Regina was a Director of the CPS in 1952. He was a newcomer to the Board. James Dickenson was elected President for 1953. In 1954, J. Canham was President and R.R. Doxsee was Secretary. The club was meeting at the Y.M.C.A. every Sunday.

Regina had a few well-known early collectors. I have already described Caroline McIlree. Stephen Golder described some other early Saskatchewan collectors in The Hobbyist or in the 1910-1911 Canadian Philatelist published in Rouleau and then Winnipeg

Dr. Harry Morell (born 1867 or 1871; Figure 32) was famous in philatelic circles before he moved to Regina. Morell lived in Toronto and published Morell's Philatelic Directory 1886 and the Toronto Philatelic Journal (1885 to 1888). He was on the executive of a Toronto Philatelic Society that was formed in 1888 and was elected Counterfeit Detector of the Canadian Philatelic Association that year. He graduated with a medical degree from Victoria and Trinity Colleges of the University of Toronto in 1892, and then practiced in Slayton, Minnesota (where he married Euphemia Richardson). By 1909, he was a pathologist, practicing medicine in Regina[56] and Chairman of the Publications Committee of the Saskatchewan Medical Journal. In 1911 he became Editor of the Western Medical News[57]. He was in the Governor General's Body Guard of Canada, and served in World War I from 1914 as a Captain with the 17th Canadian Infantry Battalion. Morell's medical work kept him from being as active a stamp collector in Regina as he had been in Ontario. He returned from overseas to Regina in 1920. In 1928, he was living in Shellsburg, Iowa.

Figure 32. An early photograph of Dr. Harry Morell.

In the December 1949 issue of the Canadian Medical Association Journal, Morell submitted a letter to the editor urging CMA members to write the Postmaster General and Members of Parliament to gain support for a stamp commemorating Sir William Osler. The Osler stamp was issued almost 20 years later, on June 23, 1969 - the 50th anniversary of Osler's death.

Joseph Batley Parker (Figure 33) was born in 1861 or 1862 in Huddersfield, Yorkshire and went to London early in life,

Figure 33. Joseph B. Parker.

where he was a schoolboy stamp collector[58]. He was employed by the Hudson's Bay Company in Canada from 1880 to 1892, and was the first volunteer sworn in during the Riel uprising of 1885. Stephen Golder wrote in 1910 that Mr. Parker - a government official in Regina - had "amassed a very creditable collection for his children to take up in later life. Mr. Parker is a firm believer in the educational value of his collection."[59] Parker became the Chief Clerk in the Deputy Provincial Treasurer's Department, Regina. He was superannuated from the government service in 1931. He was a general collector, specializing in Holland and Colonies, Great Britain, and the U.S.A.[60]. He was a President of the Regina Philatelic Club.

William Trant (1844-1924, Figure 34) was born and educated in Leeds, England[61]. Around 1863, he started working in publishing. He later moved to London, Paris, and India, working as a journalist, author, and - during the Franco-Prussian War - a war correspondent. In 1889, he emigrated to Canada to a homestead in Cotham, Assiniboia. He became editor of the Regina Standard in 1895 and editor of the Regina Leader in 1901-1902[62]. He was called to the bar in 1904, and practiced law in Arcola and Regina. Trant was appointed Police Magistrate of Regina in 1907. In 1914, he became Assistant Legislative Librarian and the first Provincial Archivist for Saskatchewan. He served as Archivist the rest of his life, but apparently ill health prevented him from acquiring and preserving much[63]. In 1917, he moved to Victoria, British Columbia, where he lived until his death. ⌖

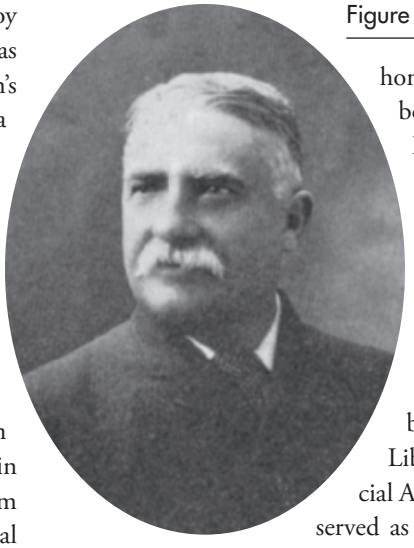

Figure 34. William Trant.

Jamaica cover

Continued from page 204

Canada. I believe we received a small vermeil medal. I left Aylmer for overseas and the base closed the next year. The map, medals and other items were donated to the now defunct Postal Museum.

It was at Station Aylmer in 1950 that I started my airmail research, collecting and exhibiting in earnest. A local businessman and stamp collector, the late Maurice Hewitt, had a fabulous collection of pilot autographed first flight envelopes and I was hooked.

Yes, this lovely envelope has certainly brought back wonderful memories.

I will be attending The RPSC's 85th Annual Exhibition and Convention in Winnipeg, 21-23 June 2013. There will be a major gathering of Aerophilatelists and I look forward to meeting my old RPSC philatelic friends.

Dick Malott, FRPSC.

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SOUTH PACIFIC STAMPS
- First Pictorial Issues

By Joseph Monteiro

INTRODUCTION:

The stamps of the South Pacific, like the fascinating tales of these places, have a special appeal for some stamp collectors. Stories of the discoveries of Captain Cook and the novels of Robert Louis Stevenson on the journey of the explorers, the natives and their lives on these remote islands, keep readers absorbed about their mysterious adventures. Their exploration into the unknown in search of new worlds is no different from our more current Star Trek television series.

We will review here the first issue of the Pictorial stamps (since Independence or just before Independence) of a number of South Pacific Islands, beginning with the islands of Papua and New Guinea, Pitcairn, and Western Samoa. From the design on some of these stamps, philatelists should get a better appreciation of what life was like on these islands more that half a century ago. I have also provided a brief description of the historical background of these countries to enable collectors to understand what happened before the described stamps were issued and to go backwards, if they so desire, and collect the earlier stamps of these countries.

Papua and New Guinea: Stamps of Papua and New Guinea as a combined territory that first made its appearance in 1952. Before getting to the stamps, I will digress for those philatelists interested in history. The two Territories of New Guinea and Papua have a long and interesting philatelic history that dates back to 1888.

The island of New Guinea, 160km north of Queensland was discovered by Portuguese Navigator, Antonio d'Abreu in 1512. It was divided into three sections: the north-eastern section; the south-eastern section; and the western section. The north-eastern section was annexed by Germany in 1884 and remained in German control until it was occupied by Australian forces during the First World War (1914). At the end of the war, the administration of the area was transferred to Australia by the League of Nations and became known as New Guinea. The south-eastern section was annexed by Britain in 1888 and administered by Queensland. In 1906, the administration of British New Guinea was transferred to the Commonwealth of Australia and the name was officially changed to Papua. Both New Guinea and Papua were occupied by the Japanese in 1942 and two years later in 1944 were re-captured by Allied Forces. Following the end of the Second World War in 1945, the two territories were administered by Australia and later combined in 1952 for postal services. The western section, formerly Dutch New Guinea, was taken over by Indonesia in 1963 and re-named West Irian.

If its history seems a bit confusing, the stamps used for each of these sections is even more confusing. For the northeastern section, the stamps of Germany (1888-1891) and stamps with the name Deutsch-Neu-Guinea (i.e. German New Guinea) (1898-1914) were first used. When Australia administered the area, the stamps of German New Guinea were overprinted (G.R.I. i.e. Georgius Rex Imperator) and used, followed by the same overprint on stamps of Marshall-Inseln (Marshall Islands). Then the stamps of Australia were overprinted N.W. Pacific Islands and used from 1915 to1925. It was only in 1925 that stamps bearing the title Territory of New Guinea were issued.

For the southeastern section, the stamps of Queensland were first used from 1888 to 1901. In 1901, stamps bearing the title British New Guinea were used. These stamps were overprinted 'Papua' in 1906. It was not until 1907 that stamps bearing the name of the Territory PAPUA were first printed. For the western section, the stamps of Netherlands Nieuw Guinea were used until 1962 and then for a short period the same stamps were overprinted UNTEA until 1963 when the territory was under the administration of the United Nations Temporary Executive Authority. Later, the stamps of Indonesia, overprinted Irian Barat, were used until the name of the country was also printed on the stamps.

The first pictorial definitive set issued on October 30, 1952 consists of sixteen stamps. The values of these stamps are: ½ d, 1d, 2d, 2 ½ d, 3, 3 ½ d, 3 ½ d, 6 ½ d, 7 ½ d, 9d, 1s, 1/6s, 2s, 2/6s, 10s, and L1. Their designs depict the following: Tree Roo, native youth, bird of paradise, policeman, native in traditional headdress, native hut, yam house, copra drying, Lakatoi, rubber sapping from tree, masks, sheep, map of Papua and New Ginuea and fisherman with bow and arrow, respectively.

The colours of the stamps are as follows: ½ d - emerald green, 1d – deep brown, 2d - blue, 2 ½ d - orange, 3 – deep green, 3 ½ d – carmine red, 3 ½ d - black, 6 ½ d - dull purple, 7 ½ d - blue, 9d - brown, 1s – yellow green, 1/6s – deep green, 2s - indigo, 2/6s – brown-purple, 10s – blue-black, and £1 – deep-brown. The values ½ d to 3½ d were perforated with a 14 perforating gauge, the values 6½ d to 7 ½ d, 1/6s to 2s and £1 were perforated with a 14 x 14.5 perforating gauge and the values 9d, 1s, 2/6s and 10s were perforated with a 14.5 x 14 perforating gauge. The stamps are printed using the engraving process in panes by the Authority of the Government of the Commonwealth of Australia. The 6½ d has also been catalogued with a maroon colour. Besides these sixteen stamps, specimens of the highest values (10s and £1) are also available. In addition, three of these stamps (2d, 1s (1957) and ½ d (1959)) were later surcharged with 4d, 7d, and 5d, respectively.

Quantities of the lower values (i.e. ½ d to 2/6) issued are: ½ d – 2,576,381; 1d – 2,777,484; 2d – 2,802,756; 2 ½ d – 897,814; 3d – 4,590,156; 3 ½ d – 4,734,333; 3 ½ d – 7,880,000; 7 ½ d – 532,248; 1s – 2,822,764; and 2/6s – 1,808,724.

Pitcairn Islands: The first stamps of Pitcairn Islands were issued in 1940. These islands were discovered by Philip Carteret in 1767. The islands in a remote part of the Pacific Ocean consist of the main island of Pitcairn and three uninhabited islands: Henderson, Ducie and Oeno. These islands were a British territory under the jurisdiction of the High Commissioner for the Western Pacific. From 1927 to 1940, the New Zealand Postal Agency operated the postal services and New Zealand stamps were used.

The first pictorial definitive set issued on October 15, 1940 consists of ten stamps, except the 4d and 8d issued on September 1, 1951. The values of these stamps are: ½ d, 1d, 1 ½ d, 2d, 3d, 4d, 6d, 8d, 1s and 2/6s. The design on the stamps depict: oranges, mutineers and the island, home of John Adams, the Bounty, map of the South Pacific, the Bible, the Bounty from the starboard side, a school, Fletcher Christian and the island and the coastline scene. All the stamps show the Bertram Park portrait of King George VI. Their colours are: ½ d – orange and green, 1d – mauve and magneta, 1½ d – grey and red, 2d – green and brown, 3d – green and blue, 4d – black and green, 6d – brown and blue, 8d – green and magneta, 1s – violet and grey and 2/6s – green and brown. The stamps were printed using the recess printing process, often referred to as intaglio, line engraving or steel engraving. The 1d, 3d, 4d, 8d, and 2/6 values were printed by Bradbury Wilkinson and Son Ltd. whereas the other values were printed by Waterlow & Sons Ltd.

The ½ d, 1d and 2/6s have also been catalogued with different colours. Besides these ten, specimens also exist. In addition, when the first eight stamps were printed, 500 booklets were made up by the Government Printer in Fiji. The booklets contain a single margin copy of each value (total value 4/8) stapled into the booklet cover (6.4cm x 4.4cm) with interleaving.

Western Samoa: The first stamps of Western Samoa, whose two main islands are Upolu and Savai'I, were issued in 1877 by the private company, Western Express. This practice ended in 1881. In 1886 John Davis was appointed Postmaster General and a postal agency on September 21 was formed that year. The postal agency operated until the opening of an official post office by the German Imperial Government on March 1, 1900. On August 19, 1914, New Zealand`s Expeditionary Forces landed in Samoa. The island then fell under the jurisdiction of the League of Nations and later the United Nations Trust Territory administered by New Zealand. On January 1, 1962 Samoa i Sisifo achieved independence and began issuing stamps.

The control of Samoa by different jurisdictions led to the use of various stamps. From 1877 to 1881 stamps of Samoa Express were used and from 1886 to 1900 the stamps of the Davis regime were used (King Malietoa, the Palm Trees and the Flags). From 1900, the regular German stamps were used which are distinguishable only by the APIA cancel. The first issue specifically for German Samoa were the six current German issues of 1900 diagonally overprinted 'Samoa.' Later, stamps with the name Samoa printed with German currency featured the yacht Hohenzollern, belonging to Kaiser Wilhelm II. In late August 1914, the yacht stamps were overprinted (G.R.I. i.e. Georgius Rex Imperator) surcharging them with a British currency. In September/October 1914 current New Zealand stamps and postal stationery were overprinted SAMOA. On December 23, 1921, Samoa's first pictorial series under New Zealand control appeared. After gaining independence in 1962, Samoa issued its first stamps with the name Samoa i Sisifo

The last pictorial definitive set before independence was issued on March 10, 1952. It consisted of ten stamps. The values of these stamps are: ½ d, 1d, 2d, 3d, 5d, 6d, 8d, 1s, 2s and 3s. The design on the stamps depict the following: making siapo, Samoan village, the Western Samoa shield (with the words FA'AVAE I LE ATUA SAMOA inscribed beneath it in small print), Aleisa Falls, Manumea, the tooth-billed pigeon, fishing boat, harvesting of cacao, Samoan hut, preparing copra, and Samoan chief. Each stamp has the name of the country WESTERN SAMOA inscribed on it together with the inscription POSTAGE & REVENUE, the former in larger print than the latter. The colour of the stamps are as follows: ½ d – claret and orange brown, 1d – olive green and green, 2d – carmine red, 3d – pale ultramarine and indigo, 5d – red brown and green, 6d – pale ultramarine and rose magneta, 8d – carmine, 1s – sepia and blue, 2s – yellow brown and 3s – chocolate and brown olive. The stamps have been printed using the recess printing process.

CONCLUSION:

The first pictorial sets of a few of the countries of the South Pacific are quite informative. They depict realistic designs of primitive life in these countries that go back more than half a century when time appeared to have stood still. The details of the designs are quite remarkable – they are eye-catching and appealing. The stamps were printed on ordinary paper used at the time with older printing technology such as intaglio or line engraving, which is particularly well suited for these designs. They lack the multi-colours used on current stamps but that in no ways diminishes their attractiveness.

The way of life shown on these stamps is far removed from the hustle and bustle of the smog-filled urban sprawls of today. So it is not surprising when individuals want to withdraw from our fast pace of living that they visit these remote islands where life blends with nature and where we do not have products with advanced technology that we take for granted. It also reminds one of our humble beginnings at one time in history that we tend to forget. It is, therefore, not surprising that stamps of these countries are quite popular with stamp collectors. In addition, given the colonial history of these islands under different countries over time, stamp collecting of these stamps is quite challenging. ✉

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PART 7

Collecting Was More Fun When I Was a Youngster:

Recollections of a Collector

By C. R. McGuire, FRPSC, OTB

During the 1956 Suez crisis I learned from some older friends, who took advantage of it, that there was a special plan if you joined one of the three military services between your sixteenth and seventeenth birthdays. I had an interest in the military because many family members had served, so when I turned sixteen I told my Dad I was joining the Canadian Army to be a 'boy soldier,'as they were known. However, my mother had four brothers who served in WWII and she would not agree.

A few years later, I decided to join two classmates who were going to hitch hike to New York City and sign on a merchant marine ship and work their way to Australia. This was a once popular way to see the world. The stamps of Australia and New Zealand were two of my favourites and this was one incentive, along with escaping from school and Canada's winters. Again my mother ended that idea. For the time being, I had to be satisfied seeing Australia through its stamps. In the end, also because of parental protests, my friends did not make the adventurous trip either.

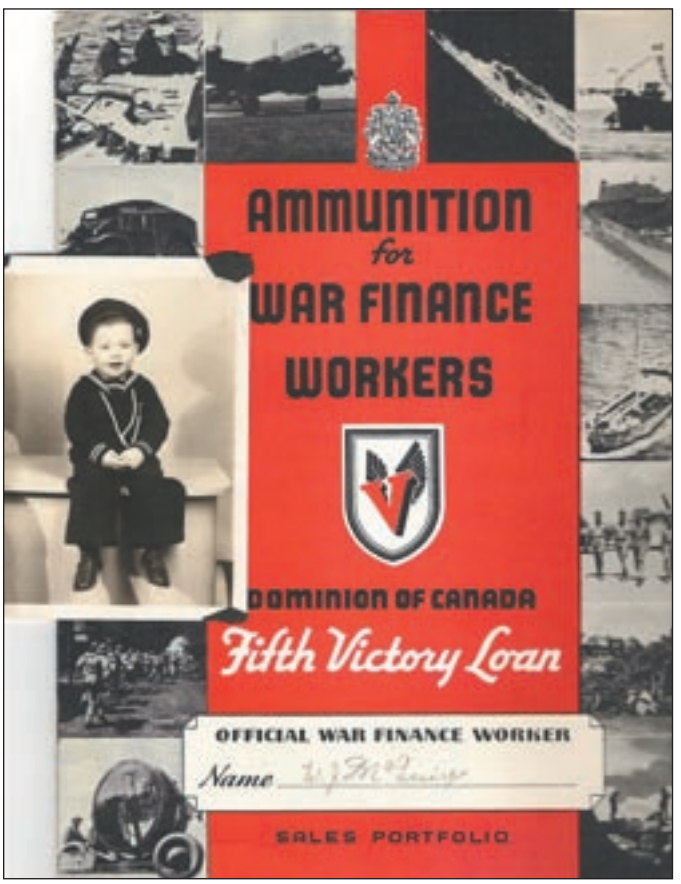


Figure 34.

In 1959 I joined the Canadian militia; the 30th Field Artillery Regiment, RCA. The alternatives were the Cameron Highlanders and Governor General's Foot Guards. I had no interest in wearing either of their uniforms and marching around Parliament Hill all summer, which they alternated doing every other day in what could be scorching heat or pouring rain, performing the Changing of the Guard ceremony. Furthermore, the prospect of doing manoeuvers at Camp Petawawa and looking like a soldier in the 30th's uniform was much more appealing. It turned out better than I thought because I knew how to drive. Dad had taught me on the back roads of Pontiac county, beginning about age twelve. This undoubtedly enabled me to pass the driver's test and obtain my license on my 16th birthday and my chauffeur's the next year. As a consequence, I was often assigned to driving officers around the camp in a jeep or transporting a variety of supplies and equipment in trucks. This was particularly appreciated when my comrades had to go on forced marches or perform other less desirable duties. I got a pleasant surprise going through a dealer's junk box in the late '70s when I found a #8 size envelope addressed to me. It had contained my militia certificate of service and was franked with a 4-cent Karsh "G" paying the fairly scarce drop letter rate. Why I parted with the envelope was a mystery, but I was happy to have it back just for that usage of the stamp.

Actually, I first began 'doing my bit' during WWII at age two. My Dad lost his right leg at age six in a farm accident and could not 'join up'. However, he and my mother were very involved on the 'home front.' Dad served as an area organizer for War Savings stamp, certificate and bond selling drives. My parents would take me along to the meetings dressed in a mini-version of a military uniform. I understand they had one for each of the three services and my being there helped increase sales. The photograph of me as a 'sailor' is the only one that survives. (See Fig. 34.) This photo, Dad's 'sales portfolio' and promotional booklets are part of my WWI and WWII collections of war savings-related items. "HMS RENOWN" is on my cap tally, which is very appropriate because this is the British battleship that Sir Winston Churchill insisted be used to transport him to and from North America for his wartime meetings and conferences.

The only high school subjects that interested me were history and English composition, and certainly not English literature. I well recall the first history class of 1961 when the teacher introduced himself. His name was familiar and when I got home I soon knew why: he was Colonel G.W.L. Nicholson [1902-1980]. He had just retired after working with the Historical Section of

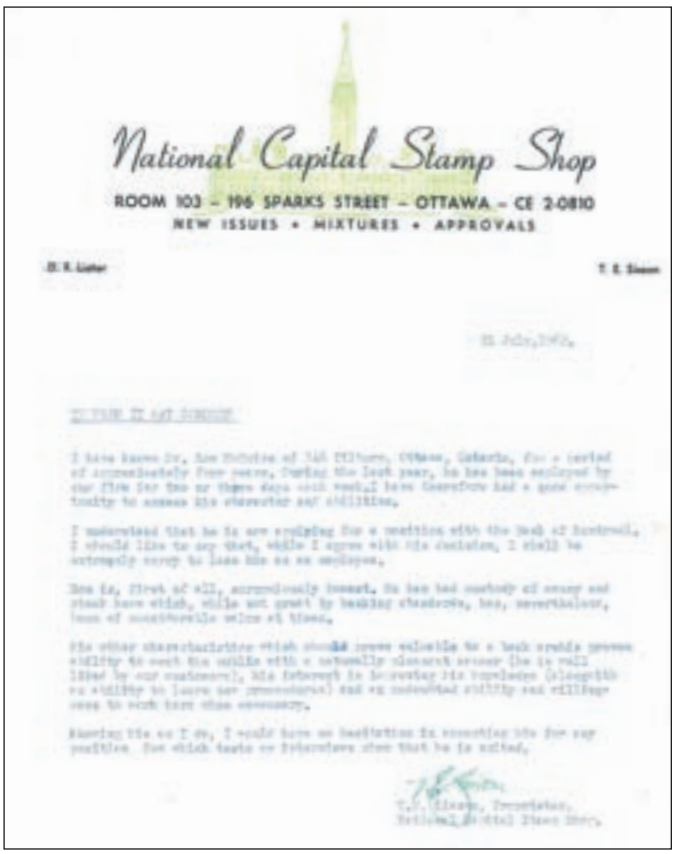
Figure 35.

the Department of National Defence since 1943. Col. Nicholson had held various positions, ending his career as the Director of "D" Hist, as it was known into the 1980s. Over the years he authored or co-authored five important official military histories, The next day I asked him what he was doing teaching after such a distinguished career. He replied that he came to Canada from England in 1919 and eventually taught school in Saskatchewan until war broke out. He now wanted to teach for a year or two to see how the profession had changed.

Col. Nicholson was the best teacher I ever had and he made that school year my most interesting. We actually became friends, which was rare for me and teachers! For the first time I even voluntarily stayed after school to discuss a variety of military-related matters with him, which he seemed to enjoy. Col. Nicholson did not return the next year and continued researching what would become another eight publications, including two in two volumes: The Gunners of Canada and The Fighting Newfoundlander and More Fighting Newfoundlanders, the history of the Newfoundland Regiment. This Regiment, another of my special interests, was one of only three regiments to be designated 'Royal' while a war was in progress and the only one during WWI. The honour was granted for the superb performance of the Newfoundlanders during the terrible battles of Ypres and Cambrai. [15] Col. Nicholson also sparked my interest in 'C' Force and Canada's Hong Kong veterans-POWs, the sad story of which I have been involved in telling since 1978.[16] Regrettably, my involvement with Canada's military and its veterans did not give me an interest in its postal history until the 1970s.

During high school, unlike the majority of teen collectors, I continued with the hobby. In the late 1950s I became a part-time dealer selling new issues from a few dozen British colonies, mainly to collectors at school. I was particularly interested in stamps from the Pacific islands. The postmasters of several of the colonies would not cancel stamps to order so I would have them affix their stamps to addressed envelopes I sent them. Upon receipt I would soak the stamps off for my collection and stock. Figure 35 shows three of these covers which I decided to keep intact from what were pretty exotic places in the 1950s. The fact that the cover from Tokelau Islands was registered and back stamped in Apia, Western Samoa puzzled me at the time. Later I learned that this was done because Tokelau's mail could not be registered until it reached Samoa through which it transited. Both colonies were dependencies of New Zealand at the time. I kept the Christmas Island cover because the stamps were four of their first definitives used to mail me two complete sets of the stamps for my stock. I received the complete set on another cover that I soaked for my collection.

By age 17, I began working part-time for stamp dealers, initially Andy Winn, who had just relocated from Sudbury. It was his first of about a dozen locations that he occupied in the downtown core until he retired in the 1980s. The postcard, Figure 19, in part 5 of this series, was mailed to him in 1942. After about three weeks, Colonel T.E. [Sy] Sisson, who owned the National Capital Stamp Shop located at 196 Sparks Street above the Woolworth Five and Dime Store, asked me to work for him. Since I was not happy with Andy's indecisive method of operating I jumped at the chance to work in Ottawa's foremost shop of the time. During my years with Col. Sisson I learned a great deal about things I had not known before about foreign stamps. Figure 36 is a letter


National Capital Stamp Shop

ROOM 103 – 196 SPARKS STREET – OTTAWA – CE 2-0810

NEW ISSUES • MIXTURES • APPROVALS
Figure 36.

of recommendation he prepared, which helped me obtain my first permanent employment, with the Bank of Montreal. After the Colonel closed his store, and while I was with the bank, I had my own shop located above the United Cigar Store at the south east corner of Laurier and Bank Streets. I used the name Dominion Stamps and shared the premises with Gerry Knapp, who was an accountant with the Bank of Nova Scotia and a part-time coin dealer. He had operated from a table in the corner of Col. Sisson's store for several years and retained his name, National Capital Coins. Figure 37 is the Planters Peanut album containing the first collection I bought after opening the store. The stamps were all common but I wanted the album for my collection of the history of Canadian philately, which at the time I did not realize that I was commencing by setting aside such items. We hired my friend Ross van Winckel to staff the store after school from 4 to 6 p.m. Monday to Thursday. It was convenient for Ross as he attended the Ottawa Technical High School just a few blocks away. Gerry and I were in the store on Friday from 5 to 9 and all day Saturday.

Figure 38 is a letter and envelope I sent to Maky, one of my wholesalers in Edmonton. Overlapping on the top left of the letter is my first calling card, which I shared with Gerry. You may wonder how I got this letter back. While I was attending BNAPEX '77, I checked the phone book to find that Maky's son was still

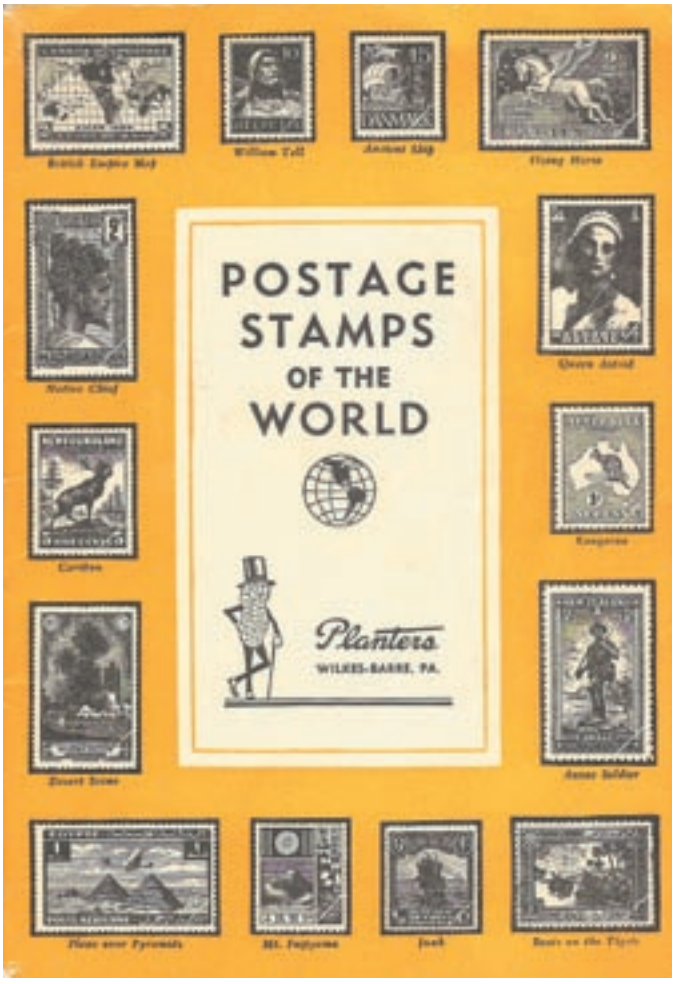


Figure 37.

in business and now had a store. While looking through his cover boxes I found the envelope which I mailed his father over a decade earlier with my letter still inside. I could not resist buying it for 25 cents, and I am very pleased that I did. When our lease expired Gerry and I decided to return to what was then referred to as 'vest pocket dealing' with no overhead, commitments to be in a store on certain days for specified hours, nor pay a salary. Gerry also did the coin bourses on weekends and I would join him with surprisingly good sales considering the shows were for coin collectors. I also took my stock to the Monday evening RA Stamp Club meetings until mid-1965.

I still had several of my high school customers relying on my supplying them with new issues and first day covers, another 'line' I had beginning about 1958. I was among the group of local FDC suppliers who would gather in the Russell Hotel restaurant. (See Figure 39.) It was conveniently located near the Ottawa main Post Office on Besserrer Street and was one of the few 'open all night' Ottawa eating establishments in those days. It was also near the Union Railway Station, and had a steady flow of customers at all hours. I have never been able to find a picture postcard view of this Post Office built in 1935. It replaced the 'old' Post Office (see Reference 5 in Part 2) which had been demolished for the National War Memorial. No longer known as the General Post Office, it was now Postal Terminal 'A' [later Station 'A']. I would like to know if any reader has seen a post card view of this building? It was not architecturally impressive from the exterior but had a beautiful public lobby area with reproductions of early Canadian stamps on the upper walls. My good friend E.R. 'Ritch' Toop [OTB, FRPSC 1988] and I were among the large crowd that stood in freezing cold weather watching as the wreckers ball kept failing to break through the double brick and stone exterior when it was decided to bring it down for the Rideau Center in the early 1980s. We all roared with delight at each failure, but sadly the ball finally broke through and there was a wail of 'ahhhhh.' Most of us walked away feeling sad as the building's end had come and we did not want to witness any more of its destruction.

The dealers I referred to earlier would gather at the Russell to obtain their order for new stamps at midnight the day of a new issue, work all night if necessary affixing the stamps to their envelopes and put them in the special mail box to obtain the first day cancellation later that day without service charges and taxes. They could also take advantage of the hand-back service that was offered for unaddressed envelopes. The group included the proprietors of Capital, Cole, H & E, and Regal cachets. Joe Rosenthal would come from Montreal to prepare his Rosecraft envelopes for his large clientele. Bill Assad would assist him and eventually bought the business from Joe in the 1960s. Unfortunately, by 1973 or '74 the Canada Post Office Department had put them all out of business. The CPO made it difficult and eventually virtually impossible for them to get the necessary information to create their cachets and have them printed in time for the issue date. All that was involved is another story, ending with only the CPOs oversized, Official First Day covers being available to collectors. Many of my customers,

(Top to bottom): Figures 38, 39, 40.

the majority of whom wanted Rosecraft envelopes, decided to stop collecting FDCs as they did not like the poorly designed larger alternatives.

My uncle Earle Hiscocks, originally from Wales, joined the Canadian Army in 1939 and served with the Royal Canadian Electrical Mechanical Engineers [RCEME] until after the war ended. I have his service medals and photograph in his uniform framed and hanging in my den; I will always treasure them. He was one of the most skilled guys I have known, as he could build and/or repair virtually anything. Earle also had no end of 'sayings' and jokes as well as a comical way of expressing himself. One day he gave me a lovely, well-carved wooden box, known as Black Forest carving, which he bought in Germany while serving with the occupation forces. As he handed it to me he said, "here's a box you can keep your stamp collection in." We had a good laugh and it began another of my collections: containers to hold postage stamps. They come in many shapes and sizes, made of everything from valuable gold and silver to a wide variety of common metals, plastics and wood.[17] When I showed some of my most interesting stamp boxes at STAMPEX '87 several wives of collectors began to collect them. Several husbands told me they were pleased their wives had taken up collecting them.

Well, I have bored you enough with my recollections of why I think collecting was more fun when I was a lad and will end with how I went from being a stamp collector to a postal historian. It was after I bought an eight-volume collection of 3-cent Small Queen covers in a J. N. Sissons auction in 1965. It was a specialized month of use collection; a cover with a clear dated postmark for each month from January 1870 to December 1898. After my first good look at the albums what interested me most were not the postmarks, but the different rates, illustrated advertising and corner cards on the majority of the envelopes. I immediately lost interest in Canadian postage stamps and began seriously collecting postal history, which continues to this day, over fifty years later. Coincidently, the albums were the same green Simplex type I had been using for my British colonies, so they were a bonus as I required a few more to mount my expanding collection, which I continued with until about 1970.

At the time it also prompted me to look over my pile of non-first day and first flight covers that I had accumulated for about fifteen years. Among them I found the first real piece of postal history I saved because I thought the markings were different and interesting. They were on an envelope, Figure 40, which I sent my aunt and uncle in Florida in 1955. It was returned to me undeliverable. Little did I know then where that envelope would eventually direct my future collecting. ✉

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15 Nicholson, Col. G.W.L., The Fighting Newfoundlander, Government of Newfoundland, St. John's, 1964, pages 423-4

16 McGuire, C.R., The Postal History of Canada's World War II Hong Kong Field Force, *The STAMPEX '82 Catalogue*, Toronto, 1982.

This article was updated several times and published in a dozen periodicals. The two-part version in the Military Collectors Club of Canada Journal was awarded "their Merit Bar" for the year's best article as well as the BNAPS 'E.R. Toop Military Literature Award' for 2002.

I have also published articles on Canada's Hong Kong Veteran's-POWs for non-philatelic periodicals. The latest is in six instalments for the Wayback Times, appearing bi-monthly in the January - February through to September - October 2013 editions. Another article with a "C" Force connection will be published in the November - December 2013 issue, which will be of particular interest to animal lovers.

17 McGuire, C.R. McGuire, Postage Stamp Holders; *STAMPEX '87 Catalogue*, Toronto, 1987.

I also prepared a non-competitive exhibit which was shown at STAMPEX '87 and elsewhere on several occasions. This article was updated and published in *BNA Topics*, Jan. 2003.

PART 2

POSTAL HISTORY OF BANFF NATIONAL PARK, ALBERTA

By Dale Speirs

ANTHRACITE

This was a coal mining village on the Cascade River not far from where it empties into the Bow River downstream of Banff. It existed from 1886 to 1904, when the good coal ran out and the mine closed. Most of the buildings were removed and the rest were reclaimed by nature. Little or no trace remains today. The north part of the village is now the Trans-Canada Highway, a four-lane divided highway with wide shoulders (for tourists to pull over and take photos of the mountains) and a very wide median, all of which chew up an inordinate amount of space. The south half of the old townsite has reverted to spruce forest, and the Cascade River itself disappears underground for about a kilometre as a result of a hydroelectric project on the north edge of the highway. Figure 9 is a real-photo postcard of Anthracite in its prime. The postcard has a misleading text that has caused some dealers to list it under "Bluff, Alberta" because the printer mistakenly capitalized the word and created the impression that the photograph was taken from a nearby village of that name rather than standing on a nearby hill. In Alberta, tree-covered hills are referred to as bluffs. There has never been a post office or settlement in Alberta called Bluff. Figure 10 is a photograph I took from approximately the same location, showing the site today, with Cascade Mountain in the background. The spruce forest and highway are where the village once was. The small building beside the highway is the generating plant for the Cascade River hydroelectricity project.

Figure 9. Anthracite, real-photo postcard.

Figure 10. Anthracite, today.

The Anthracite post office opened on 1887-06-01 with Arthur Morgan as the first postmaster. Figure 11 shows the proof strike of the first postmark. Morgan served until 1890-12-10 after which Mrs. Sarah Carrack took over. She resigned on 1892-03-12 and Joseph Lake became the postmaster until 1893-11-24. R.A. Phillips was the next postmaster until James Carroll became the final postmaster on 1894-05-01. The mine closed in 1904 but the village struggled briefly. Since it was a one-industry town there was nothing to sustain it and on 1905-03-07 the post office closed for good[3]. The population moved to either Canmore or Bankhead, both of which still had coal mines. Most of the buildings were moved to Banff.

Figure 11. Anthracite, postmark, split-circle, proof.

Although the Anthracite post office was on the main transcontinental railway, the mail trains did not ordinarily stop. Mail exchanges were done via a catch post system. The fact that it was on the mainline meant that the post office had very good service, with twelve deliveries/dispatches per week[4].

BANKHEAD

This was a coal mining village on the west bank of the Cascade River further upstream from Anthracite. Figure 12 is a real-photo postcard showing the village in its prime, looking northeast from Cascade Mountain. At its peak, it was larger than Banff.

Figure 12. Bankhead, looking north.

Figure 13. Bankhead, ruins, 2012.

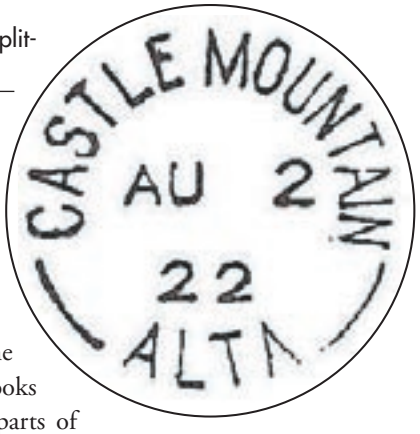
It was begun in 1903 to supply coal for the CPR but they were digging into the same type of deposits as Anthracite, and had the same quality problems.

The post office name is a reference to the minehead buildings where the coal was tipped out. The mines closed in 1922 and the buildings were moved into Banff or dismantled[5]. The concrete foundations were left as is and can still be seen, as shown in Figure 13, a photo I took in 2012 looking southeast towards Mount Rundle. Anthracite is on the other side of the spruce-covered ridge in the middle distance.

The Bankhead post office opened on 1904-08-01 with David Calvin Bayne as the first postmaster. He was a storekeeper and also looked after jobs such as notary public and licence commissioner. The White & Bayne store was sold and he ceased being postmaster on 1907-07-23, moving to Banff where he became a prominent citizen[6]. He was succeeded by David Mowbray Soole. He had been a Mountie whose final posting was in Banff before he demobbed. Soole served until 1913-02-14 before moving back to the bright lights of Banff, where he converted a temperance hotel into a major drinking establishment. Figure 14 shows the proof strike of a duplex cancel used during his tenure. Joseph Alex Sear then took over as postmaster until 1921-08-23, when he was succeeded by George Charles Somerville. The final postmaster was Charles Russell Murdock, from 1922-07-01 to 1924-04-15 when the post office permanently closed and all the buildings were moved.

Figure 14. Bankhead, duplex, proof.

Figure 15. Castle Mountain, split-circle, proof.



CASTLE MOUNTAIN

This mountain looms over the Trans-Canada Highway northwest of Banff about halfway to Lake Louise, and is one of the most conspicuous sights in the park. The mountain is U-shaped and looks exactly like the massive ramparts of some medieval castle. The current Trans-Canada Highway runs along the west bank of the Bow River, and the old two-lane highway (Highway 1A or alternatively called the Bow Valley Parkway) and railroad along the east bank. On the old highway of the east bank is a small resort at the base of the mountain, where a summer post office was located between 1922 and 1927.

The only postmaster of Castle Mountain was J.M. Wardle, who served from 1922-08-26 until 1927-10-15. Figure 15 shows a proof strike of its postmark. The post office opened each year sometime in June and closed for the season in October. Wardle was a road engineer and after his post office closed he remained in the area. During the Great Depression he was in charge of labour camps established in the park as part of relief work for unemployed men[7]. The resort still exists and is the base for tourists making back-country hikes up the mountain. There is an easy hiking trail from the resort up into the centre of the U, and climbers enjoy scaling the vertical ramparts from the outside. There is a small general store as of 2012 but no postal services, shown in Figure 16 with Castle Mountain in the background.

SILVERTON

Although the post office was named Silverton, the inhabitants of this short-lived mining camp called it Silver City. It was located near Copper Mountain across the river from Castle Mountain. In 1881, copper ore was found in the area but nothing could be done until the railroad came up the valley in 1883. The CPR was not above indulging in a bit of sharp practice, and spread the word of metallic riches to be had in the valley. No silver was

Figure 16. Castle Mountain, resort, 2012.

present but the CPR decided it made for a better name than copper. By 1885, Silver City had 3,000 inhabitants, only a dozen of which were women. That year some promoters who had salted a mine with gold dust were found out. By then, miners were beginning to realize that while minerals were present, they were not in profitable quantities. The fraud was the final straw and the town collapsed. Figure 17 shows Silver City shortly after its collapse. Within a year it was down to one inhabitant, Joe Smith, who stayed there as a hunter/trapper until 1935. He was old, infirm, and nearly blind by then, so park employees convinced him to go into a nursing home, where he died in 1937. Today the area is pure spruce forest[5]. Figure 18 is a photo of Silver City today with Castle Mountain in the background, as close as I could get to the original view.

The Silverton post office had a brief life from 1885-01-01to 1886-06-07, with Lewis Lapage as its only postmaster. Because it was a short distance from the transcontinental railroad siding, it had excellent mail service, with twelve deliveries per week[4].

CASTLE CAMP

In one of the most shameful episodes of Canadian history, at the start of World War One the Canadian government interned honest Ukrainian immigrants because they had technically been citizens of the Austro-Hungarian Empire and were thus considered enemy aliens.

Many had homesteaded in Canada and become citizens but that made no difference. An internment camp was set up at the base of Castle Mountain with about 200 prisoners, and the Ukrainians were used as slave labour to build roads and other park facilities. The camp operated from July 1915 to July 1917. The section of the highway between Castle Mountain and Lake Louise was built by the prisoners with pick, shovel, and wheelbarrow. The camp was poorly provisioned by Ottawa and hobbled by lack of staff, as a result of which prisoner escapes into the bush were common. The old log cabins at nearby Silver City, a ghost town for two decades by that time, were pressed into service as a supply depot[9].

Figure 17. Silver City, 1887, post-boom.

Figure 18. Silver City, current view.

Figure 19. Castle Camp postmaster, Maj. Duncan Stuart, 1916.

Castle Camp post office was opened on 1915-09-01 and operated until 1916-11-13, not long before the camp began winding down to final closure in 1917. The post office only operated in the summer and autumn[3]. During the winter the prisoners were relocated to the Cave and Basin Hot Springs near the townsite of Banff, where they built facilities for the village. The official postmaster at Castle Camp was the commanding officer Major Duncan Stuart (seen in Figure 19), but he delegated his postal duties to the Orderly Officer, usually a young lieutenant. Since

Figure 20. Internment camp, sign.

Figure 21. Internment camp, statue.

the camp was on the railroad, mail service was four times daily. The only year Castle Camp appeared in the Postmaster-General's annual reports, there was $91.15 in gross revenue for fiscal 1916. For comparison, nearby Lake Louise did $867.98, Banff had $11,978.35, and Bankhead had $1,164.47 in gross revenues for that same time[4].

Major Stuart used civilian staff to censor the outgoing mails. The first censor was a Hungarian who spoke Ukrainian and other Slavic languages but couldn't read them. (Hungarian is not a Slavic language itself.) As a result, many letters were refused or destroyed, leading to protests from the prisoners. A new censor was brought in who could read Ukrainian[9]. During winter quarters near Banff, prisoner and official mail would have gone through the village post office.

The internment camp is marked today by a roadside statue along the old Trans-Canada Highway, shown in Figures 20 and 21. There is a footpath that meanders through the area, but little if anything remains, and the camp is overgrown by spruce forest.

ELDON MINES

The next mountain north of Castle Mountain is Protection Mountain, at the base of which is a railroad siding called Eldon, still extant.

Local histories are completely unaware of the existence of this mine and so don't offer an explanation of the name, but a major geological formation throughout the park is the Eldon Formation, hundreds of metres thick[12]. Much of Protection Mountain and Castle Mountain are comprised of the Eldon carbonates. During World War One, mining operations opened up which were a triumph of optimism over reality. A switchback trail was carved up the side of the mountain and numerous shafts cut into the mountain top. Like Silver City, metallic ores were present and visible but not in paying quantities. The mine shut down in 1917.

Figure 22. IEldon Mines, split-circle, proof.

There was only one postmaster, P.C.A. Anderson, who served a few months from 1917-05-01 to 1917-10-16. Figure 22 shows the proof strike of its postmark. Being directly on the main line, the post office had frequent mail service. By this time the internment camp had been relocated, so there was no connection between the mine and the camp. Today the area is the Protection Mountain Campground.

Hikers exploring the mountain top often come across the abandoned horizontal mine shafts[8]. The railroad siding still exists and is occasionally used by the CPR to make up trains. Figure 23 is a 2012 photo I took of the siding, looking southeast towards the backside of Castle Mountain.

Figure 23. Eldon siding, 2012.

Figure 24. Lake Louise, village, 2012.

LAKE LOUISE VILLAGE

The geography of this area requires a little explaining. The railroad came north along the wide flat bottom of the Bow River valley and turned west at Kicking Horse Pass. Just before the pass there are two hanging valleys on the west side of the Bow valley, one containing Lake Louise and the other Moraine Lake. A hanging valley is a high mountain valley whose mouth opens up far above the valley it empties into. Both lakes are turquoise lakes, not a normal blue like ordinary lakes, but an opaque turquoise colour. From a distance it seems one could walk across the water, but on the shoreline it can be seen that the colour is due to refraction by very finely-ground clay sediment from the glacial meltwater that supplies the lakes. It was obvious to the railway barons that here was a site to build a worldclass resort. The Chateau Lake Louise still operates today on the shore of the lake, a stately pile serving the upper end of the tourist trade.

The village is not up in the hanging valley where the lake is, but down on the bottomlands where the Pipestone River flows into the Bow River. When a railroad siding was established at this junction, it was briefly known as Holt City, after the contractor who had the job for that section of the line. The CPR executives quickly renamed it Laggan for a Scottish village. This caused some problems in the tourist trade, because many visitors did not realize Laggan was the station for Lake Louise and missed their stop. In 1914 the village and post office were renamed Lake Louise, even though they are not within sight of the lake, which is high above them in the hanging valley and screened by the spruce forest[5]. Figure 24 is a 2012 photo I took from the village looking west up to the mountains. The lake is screened by the spruce-covered ter-

Figure 25. Laggan, postmark, 1909.

race behind the shopping plaza, and the central mountain at the back of the lake is blanked out by a July snowstorm high up in the mountains.

The Lake Louise village post office opened under the name of Laggan on 1901-03-01, with Mrs. Elizabeth Evans as postmaster. Figure 25 shows a sample Laggan postmark. Evans held the position until 1916-04-18, during which time the name changed on 1914-03-01 to Lake Louise. Figure 26 shows a pre-World War One real-photo postcard titled "Lake Louise, Laggan". On the reverse is a message that reads in part: "We are just at this place now and the scenery is grand around here. But it is an awful name they have given the place."

Figure 26. Lake Louise, pre-WW1, view side.

Figure 27. Lake Louise, post office, 2007.

Figure 28. Lake Louise, village, letterbox, 2012.

Unfortunately the postmark is illegible and the message undated but it is definitely pre-war.

After Evans, two postmasters came and went before Mrs. A.S. Asling became the longest-serving postmaster from 1921-11-30 to 1951-11-16. Mary Elizabeth Charyk then served until 1957-01-25. Her successor was Marie Routledge, who was briefly acting postmaster until her husband Joseph Douglas Routledge stepped in as a full-time postmaster from 1957-12-06 to 1965-05-31. Both Marie and Joseph held the job as civil servants, the first to do so. Thereafter followed a steady turnover of postmasters, and like Banff this post office also appears to have been used for training new postmasters to serve elsewhere in Alberta[3]. In 1991, the post office closed and was replaced by a retail outlet[10].

The modern post office in Lake Louise village is in a cul-de-sac of a shopping plaza directly beside the Pipestone River. It is a retail outlet called The Depot and includes financial services, wire transfers of money, a bank kiosk, and Internet terminals, all aimed at the tourist trade and seasonal staff, most of whom are outlanders. In Figure 24 at the centre-right of the photo, there is a tiny Canada Post sign tucked under the building's eaves with an arrow pointing to the retail outlet. Figure 27 is a photo of the outlet I took in 2007, and the only major change I saw in 2012 was that an ER II decal had been added to the outside letter box, as seen in Figure 28. I'm sure I would have noticed it in 2011, so I'm guessing it was added in honour of the Queen's Diamond Jubilee. I can tell it is the exact same letterbox because the scratches and dents on it match in both photos. Just outside the left of Figure 27, screened by trees, is the Pipestone River.

The postal outlet and mall are on built-up ground about one metre above the spring flood zone, and not a centimetre too high at that, as I have seen the Pipestone River wash up debris to the edge of the berm when it overflows.

Today mail dropped in the street letter box at Lake Louise receives a spray-on cancel at Calgary. If handed over the counter, the staff use their pictorial cancel without being asked, presumably because there are so many tourists asking for the postmark. Figure 29 shows the pictorial postmark. Figure 30 shows an unofficial cachet that staff often used although it is undated. The personalized stamp, by the way, is a photo of myself taken at Bow Lake, a half-hour's drive north of Lake Louise, with Crowfoot Glacier behind me.

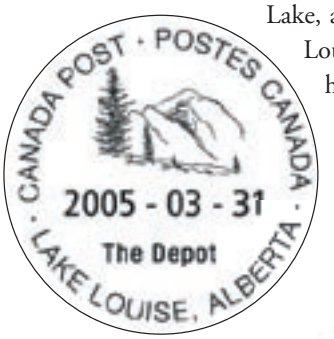


Figure 29. Lake Louise, pictorial postmark.

Figure 30. Lake Louise, The Depot cachet.

Figure 31. Lake Louise, Great Divide cachet.

Figure 32 (above). real-photo postcard, Chateau Lake Louise. Figure 33 (right). Lake Louise, Chateau, split-circle, proof

The continental divide is a fifteen-minute drive from Lake Louise and constitutes the Alberta-British Columbia border along the Rockies.

Figure 31 is a 1922 postcard with a purple Lake Louise cachet indicating that there must have been a letterbox on the divide back when. It was not an official postmark but it seems that other posties down the line to the addressee decided to let it go through.

CHATEAU LAKE LOUISE

Initial construction of the hotel began in 1890, and like the Banff Springs Hotel, the Chateau grew in steps with the usual fires and rebuilds along the way, most recently with a large addition in the early 2000s. Figure 32 is a 1929 real-photo postcard of the Chateau as seen from across the front (east end) of the lake. The Chateau post office opened on 1914-05-15 with H.F. Ritchey as postmaster. Figure 33 shows the proof strike of the first postmark. This was a summer post office, although the postmasters kept their positions over the winter. Many were managers and they would have used postal clerks for the day-to-day running of the post office. There were regular turnovers of postmasters as staff came and went, before John Joseph Meredith took on the position on 1928-08-24 and stayed until World War Two shut the

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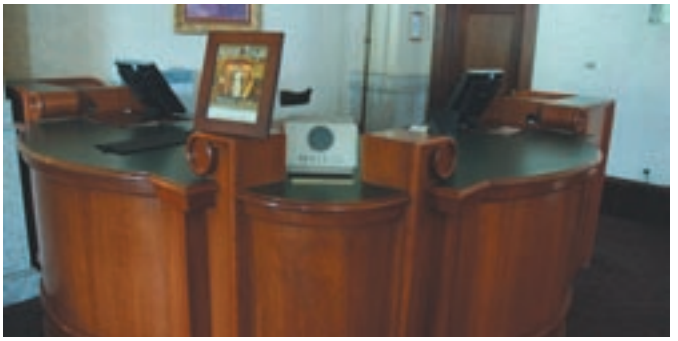

Figure 34. Lake Louise, Chateau, letterbox, 2012.

Figure 35. Moraine Lake stamp.

hotel down.

The Chateau closed for the duration on 1941-09-11 and did not re-open until 1946-06-08. Robert Arthur Mackie was the first post-war postmaster for the 1946 summer season before moving to the Banff Springs Hotel the following year. Hilliard Lyle followed the same route for the succeeding season. Thereafter the postmastership turned over every couple of years on average as hotel staff changed. The Chateau post office was permanently closed in February 1976. Today there is only a mail drop in the lobby (Figure 34), and the mail receives a Calgary spray-on cancel rather than going through the village post office.

Moraine Lake is in the valley adjacent to Lake Louise and shares the same access road from the village. It has never had a post office or manorial hotel since it is so close to both Lake Louise village and hotel. It was, however, depicted on a 1985 stamp issued for the centennial of Canada's national park system, of which Banff was the first (Figure 35). The stamp is confusingly titled just "Banff" rather than "Banff National Park" but the scene is actually 30 km north of Banff village.

NORTH OF LAKE LOUISE

Just north of Lake Louise both the railroad and the Trans-Canada Highway turn west through the Kicking Horse Pass. Highway 93 begins at that bend and goes straight north into Jasper National Park. Lake Louise is only about halfway along the length of Banff National Park, and there is still a large section of the park before the Highway 93 reaches the Jasper National Park boundary.

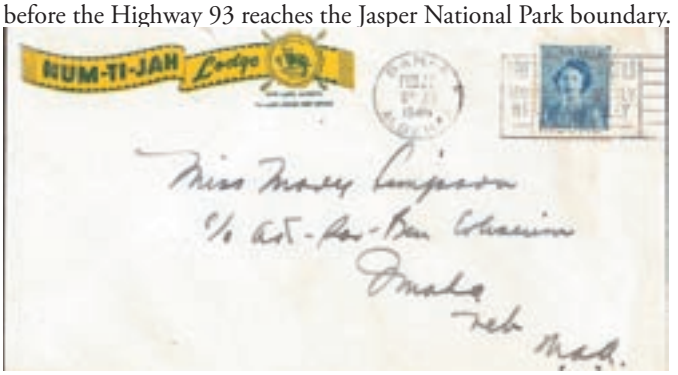

Figure 36. Num-Ti-Jah Resort, cover.

This area never had any settlements since there never was a railroad through it, and the road was not improved to suitability for the average tourist automobile until after World War Two. There were, however, some lakeside resorts and mountain-men camps along the route, of which the Num-Ti-Jah Lodge is the only one today. This resort is located on the northeast shore of Bow Lake, which is fed by meltwater from the Bow Glacier at its west end and Crowfoot Glacier at its south end. Bow Glacier is the source of the Bow River. The resort is a popular one, a sort of mini-manorial hotel nowhere near the size of Banff Springs or Chateau Lake Louise but still attracting significant tourist traffic and large numbers of day trippers who hike up to Bow Glacier. Mail service to the resident staff and from guests at the hotel is via Lake Louise. Figure 36 shows a post-war cover whose return address clearly indicates this. The cover is postmarked Banff though, and I suspect that it was simply deposited directly on the train, just as modern-day letterbox mail in Lake Louise gets only a Calgary spray-on cancel. ✉

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POLITICS AND PATRIOTISM
The Quebec Tercentenary Celebration

By Lane Robson

In March 1908, the Honorable Rudolphe Lemieux, Postmaster General of Canada, announced the issue of a special set of commemorative stamps to mark the Quebec Tercentenary. The details about the stamps were not made available to the public until July 4th, 1908,[9] twelve days before the date of issue and the start of the tercentenary celebration. One reason for the late announcement was that perhaps the government desired to avoid the speculation controversy that developed with the Jubilee issue.[10] Another possible reason is that although the initial plans for the event started in the spring of 1906, the official decision to proceed and the planning of many of the details only transpired in the preceding six months of 1908.[8]

Jose A. Machado designed the stamps, one of the foremost designers for the American Bank Note Company.[1] Machado chose portraits, photos, and book illustrations to create the images. The prevalent theme was the settlement and exploration of New France.

Complete set of eight stamps mailed from Berlin, Ontario to Quebec City, on the second day of the celebration, to a member of a regimental band who was presumably in the city to play during the festivities.[4]

Complete Set of Imperforate Pairs.[4] Only 100 pairs were printed.

Each of the eight stamps was printed in sheets of 100, ten across by ten down, and perforated 12. Slightly larger than the Jubilee issue, the stamps were 1 mm taller and 3 mm longer.[9] Only 100 pairs of imperforates were issued, 50 with gum and 50 without.[5] The plate imprint was in the top margin except on plates 3 and 4 of the 1c and 2c, both of which had an additional imprint in the lower margin. The white wove paper was unwatermarked.[1] The colors corresponded to Universal Postal Union standards only for the 1c, 2c, and 5c denominations.[9] Shade variations exist for the 1c and 2c denominations but there is little variation for the others.[9]

The domestic letter rate in 1908 was 2c and there were therefore more stamps of this denomination printed than all the other denominations together.

	Theme	Design Origin
½c	Prince and Princess of Wales	Portrait of Princess of Wales identical to that used for the 1901 Newfoundland issue 4c Duchess of York. Portrait of Prince of Wales from a W. & D. Downey photograph taken just prior to his journey to India in 1906.
1c	Cartier and Champlain	Portrait of Cartier by Francois Riss 1839.5 Identical to portrait used on 1855 10d and 1859 17c issues. No contemporary portrait of Champlain is known. This portrait, attributed to Moncornet, first appeared circa 1854.[6]
2c	King Edward VII and Queen Alexandria	Photographs by W. & D. Downey, London.[5]
5c	The Settlement of Quebec	Adapted from illustration in Champlain's Narrative.[2]
7c	Montcalm and Wolfe	Portrait of Montcalm from original painting owned by Marquis de Montcalm.[5] Portrait of Wolfe from a painting by Highmore.[5]
10c	Quebec in 1700	Adapted from illustration in Bacqueville de la Potherie's, "Histoire de la Nouvelle France."
15c	Champlain's departure for the west	Adapted from a painting by J. D. Kelly in the Chateau de Romezay, Montreal.[5]
20c	Cartier's arrival at Quebec in 1535	

	Theme	Engraver	# Issued	Plates
½c	Prince and Princess of Wales	Edward Gunn	2,000,000	1
1c	Cartier and Champlain	Robert Savage	22,530,000	4
2c	King Edward VII & Queen Alexandria	E. T. Loizeaux	35,100,000	4
5c	The Settlement of Quebec	E. T. Loizeaux	1,200,000	2
7c	Montcalm and Wolfe	Charles Skinner	700,000	1
10c	Quebec in 1700	Charles Skinner	500,000	1
15c	Champlain's departure for the west	E. T. Loizeaux	300,000	1
20c	Cartier's arrival at Quebec in 1535	E. T. Loizeaux	304,200	1

The issue was well received by the public and within four months, by the end of October, all of the stamps were sold out.[9]

The Prince of Wales received a specially mounted set in gold boxes enclosed in a box of Moroccan leather. Other sets were presented to Governor General Earl Grey, Sir Wilfrid Laurier, and the Honorable Rudolphe Lemieux.[9]

The celebrations for the Quebec Tercentenary were originally inspired by the Société Saint-Jean-Baptiste of Quebec as a festival of nationaliste emergence.[7] However, Earl Grey, the Governor General of Canada, realized the potential for the event to achieve national and international political goals, and he successfully maneuvered the planning for the tercentenary into his hands. As the sponsorship changed, what had begun as an episode in the celebration of a local, French Canadian public memory, evolved opportunistically into a larger celebration of Canadian nationalism and British imperialism.[8] Grey's national political agenda was to help cement English and French relations.

Earl Grey's plans initially met with considerable resistance among French Canadians. The French Canadian Prime Minister, Sir Wilfrid Laurier, who was the elected representative for Quebec City and all too familiar with the explosive potential of French Canadian nationalism and British imperialism, "dragged his feet."[7]

How it was that the English Canadian political establishment thought they could honor the founding of French Quebec with an event that memorialized the defeat of the French, and yet sooth English French relations, seems to defy logic. To address this Earl Grey decided to honor both the Battle of the Plains of Abraham and the Battle of Ste. Foy, a French victory in 1760, the year after Wolfe's capture of Quebec. While the Battle of Ste. Foy was indeed a major French victory, the battle had no geo-political consequence. The English lost only men and some pride, the territory remained English.

The establishment of a National Battlefields Commission and the creation of permanent memorial parks at both sites honored both battlefields. In his attempts to put the best possible spin on the celebrations, Grey claimed that the Battle of Ste. Foy, "won for the French Canadians for all time the absolute right to the sacred enjoyment of their language, their religion and their laws, under conditions such as do not exist in equal degree in any portion of the earth outside the Empire of the British Crown."[8]

To encourage popular Quebec support, Grey sought and obtained the support of the majority of the local newspapers.

The Governor General "moved forwards whenever possible with the crab-like maneuvers of a trained diplomat," and by sophisticated maneuvers he garnered the support of local and national political, business, feminist, and religious groups, and he secured the support of the necessary critical mass of stakeholders.[8]

Sir Wilfrid Laurier, Prime Minister of Canada, and Lady Laurier at the fete.

Prime Minister Laurier and the Government of Canada endowed the event and the National Battlefields Commission with $300,000. The Governments of Ontario and Quebec each contributed $100,000 and the British Government £10,000. Earl Grey's personal fundraising campaign both in Canada and throughout the Empire raised another $300.000.[8]

A variety of concessions were necessary to achieve support for the celebration. The language of the pageants would be entirely in French and the themes of the pageants would be French.[7]

The French language appeared on postage stamps for the first time.[1] Only three of the eight stamps had an English theme. However, the theme for the 2c domestic letter rate issue was King Edward VII and Queen Alexandria, and by this deft choice, the government insured that the most common stamp used and therefore most commonly visible in Canada would have an English theme. Since 1898 and the adoption of Imperial Penny Postage, the rate for a letter to the UK was also 2c and the Royal pair would therefore also be the most visible Quebec Tercentenary stamps in Britain.

Military Review, painting by J. D. Kelly and A. H. Rider. The Prince of Wales salutes Lord Roberts. Earl Grey is on the horse behind the Prince. Sir Wilfrid Laurier is the second gentleman in a top hat from the left.

Over the course of the eleven-day celebration, eight pageants were presented that were designed to honor Champlain and the important contribution of the French in Canadian history.

Although the pageants had French themes, the real main event of the celebration was the presence of the Prince of Wales, the future King George V. His presence together with Lord Roberts, a hero of the war in Afghanistan and the Second Boer War, and their activities, clearly overshadowed the French Canadian portions of the celebration. The fete was built around the schedule of the Prince of Wales, and this was a constant irritation for Quebecers who felt that Champlain should be the hero of the fete, rather than the future king of England. Although the spirit of co-operation between the two linguistic communities was central to the celebrations, the tercentenary brought out divisions between those two cultures as much as it brought them together.[13] There were sour undercurrents of gaucheries and petty resentments from both the French and the English.[13] The English spoke too much of Wolfe at a celebration for Champlain to suit the French. The French waved too many tricolours to suit the imperialists.[13]

PLANNED DAYTIME AND EVENING ACTIVITIES

Day	Date	Principle Activities	Evening
1	19th Sun	Homage to Champlain	
2	20th Mon	Heralds-at-Arms March Through City	Lord Roberts Dinner
3	21st Tue	Official Guests Arrive Lord Roberts Inspects Troops First Official Pageants	Lord Roberts Banquet
4	22nd Wed	Prince of Wales Arrives	
5	23rd Thu	Don de Dieu Arrives Royal Honors Conferred	Earl Grey's Dinner
6	24th Fri	Military and Naval Review	State Ball
7	25th Sat	Naval Review	British Empire Dinner
8	26th Sun	State Service at English Cathedral of the Holy Trinity	
9	27th Mon	Prince at Chateau Bellevue	Earl Grey's Dinner
10	28th Tue	Prince at Victoria Park	Historical Ball
11	29th Wed	British Fleet Leaves	Earl Grey's Dinner
12	30th Thu		
13	31th Fri	Last Day of the Pageants	

The Governor General's international political agenda was to help the British secure French support against the growing military threat of Germany. The literally commanding presence of Lord Roberts, one of the most distinguished and successful military leaders of the preceding decades, was a military statement. The Prince of Wales arrived in H.M.S. Indomitable, the newest, largest, and swiftest battle cruiser in the Royal Navy, another military statement. The three brigades of the Canadian militia, 12,000 strong, were present to welcome the Prince of Wales and were housed in a tent city set up in Savard Park.[5] Military reviews, military parades, and military balls insured that the mighty strength of the Commonwealth was visible to the world and especially to the French.

The Governor General purposefully invited the Government of France to participate in the fete. Admiral Jauréguiberry represented the French Republic. Sir Wilfrid Laurier's address on the seventh day confirms that French support for Britain against Germany was clearly not taken for granted.

"Let me add that in no part of the British Empire, in no part of France or England has there been more rejoicing at the entente cordiale now happily existing between the two countries than here in Canada, where that entente cordiale has existed for years and is growing stronger with the march of time. We hope that this state of affairs may continue between our old mother country of France and our powerful neighbour,

Panorama mailing postcard of the military review on the Plains of Abraham on Friday, July 24th, 1908.[4]

the United States. Not only this, but the belief is growing on both sides that a war between England and France would be not only be a calamity, but a crime against humanity."[3]

There were also religious controversies. French Canada was predominantly Catholic and English Canada was Protestant. The major church service on The Sunday was held in an Anglican Cathedral. Republican France had recently severed ties between church and state and the Third Republic was therefore unpopular with some French-Canadian leaders, mostly clerics.[8,12] Clerical Quebec seethed with the rumors that the principal envoy from Paris was a freemason.[13]

Eight pageants were acted out on the Plains of Abraham on six evenings from 5:00 to 8:00 PM. Admission was charged, and by most accounts, political differences aside, the presentations were lavish, well researched and presented, exciting, and well received. Over the last two weeks of July, Quebec City, with a population of 70,000 inhabitants, became home to more than 100,000 visitors. A newspaper advertisement for Canadian Pacific Railway on July 13, 1908, advertised a direct train from Toronto to Quebec City, return, for $14.75. The railway companies carried 30,000 more passengers to Quebec than usual.[8]

Thousands of local residents dressed up in period costumes to tell a history of Canada beginning with the arrival of Jacques Cartier and closing with the battle on the Plains of Abraham.

Political goals were satisfied, business was done, and the public enjoyed the festivities. Local tradesmen were employed, local artisans sold their crafts, and lots of souvenirs were sold, including thousands of souvenir postcards. Judged by local enjoyment and commerce, the event was very successful. France eventually sided with England in World War One. The Plains of Abraham is a popular modern tourist attraction in Quebec City today.

The author of this souvenir post card wrote, "a terrible crowd here."

THE EIGHT PAGEANTS ACTED OUT ON THE PLAINS OF ABRAHAM

1. The landing of Jacques Cartier at Stadacona on October 19, 1535. Jacques Cartier reports to King Francis I at the Court of Fountainbleau.
2. Champlain receives from Henry IV a commission to set out for New France. Champlain and his wife arrive at Quebec in 1620.
3. Mere Marie de L' Incarnation reaches Quebec with the Ursulines and Jesuits on August 1, 1639.
4. The Iroquois attack the Fort occupied by Dollard des Ormeaux and his companions.
5. Mgr. de Laval, Bishop of Quebec receives Marquis de Tracy, Lieutenant-General of New France in June 1665.
6. Daumont de Saint-Lusson takes possession of the Western Districts for the King of France June 14, 1671.
7. Frontenac's reception of Phips envoy at Quebec on October 16, 1690.
8. Battle of the Plains of Abraham on September 13, 1759

The Quebec Tercentenary Issue included the one hundredth stamp issued by Canada. Since 1851, Canada had issued 95 stamps and the vast majority of the themes were portraits of British royalty (91%). Other than images of Queen Victoria (78%), Prince Albert (6%), and King Edward (7%), there were only ten stamps (8%) with a non-royal theme. There were four stamps with the image of a beaver (4%), two with an image of Jacques Cartier (2%), and two with an image of a map of the British Empire (2%). The Quebec Tercentenary Issue changed the thematic direction of Canadian stamps and included six images with a French Canadian theme. The engraved images were beautiful then and continue to be attractive to collectors today. ✉

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THE TUBE

Michael Peach, FRPSC

Anyone who has been to London will have used the Tube. If you arrive at Heathrow Airport, you will see the familiar roundel signs for the Underground (fig. 1), and taking the Piccadilly line on the underground into central London is one of the travel options available. Part of the iconic map of the underground, designed by Harry Beck, is seen on one of the 2009 British Design Classics stamps (fig. 2). The extension of the Piccadilly Line to Heathrow is relatively new and was completed to Terminals 1, 2 and 3 in December 1977.

Fig. 1 Underground Logo.

Fig. 2 Underground map.

The first underground railway in the world was opened in London on 9 January 1863, so 2013 is the 150th anniversary and the British Post Office issued a series of six stamps to mark this event. The stamps increasing in value from 2nd class to £1.28, show developments of the system, as indicated by the time line on the bottom, together with the colour designation of the line (fig. 3).

The first underground line was built from Paddington Bishop's Road adjacent to Paddington Railway Station, terminus of the Great Western Railway (GWR), to King's Cross Station, terminus of the Great Northern Railway (GNR), by the Metropolitan Railway, the Met, connecting the termini to the City of London. In Paris the name Metropolitan became abbreviated to the generic name Metro. The Metropolitan Railway was jointly owned by the GWR and the GNR. It was partially constructed just below the surface, and several portions were on the surface. In the City of London it ran underground, as surface railways had been banned in the city.

Fig. 3 First Day Cover.

Fig. 4 Baker Street station in 1863.

The underground portions were constructed primarily by cut and cover. The first stamp, Metropolitan line - mauve, shows a broad gauge train in 1863. There were three rail tracks in each direction. This was necessary to accommodate the standard gauge trains of the GNR, 4ft 8½in, and the broad gauge trains of the GWR, 7ft ¼in. The broad gauge rail on the Met was removed by 1869 as the GWR was now running standard gauge trains. The system was operated by steam engines, hence the large part in the open air and the high tunnels, as seen on the drawing of the Baker Street station in 1863 (fig. 4). The steam engines had to be modified to condense the evaporated steam while in the tunnels (fig. 5). The District Railway locomotive No. 34, had been reprieved after electrification for working breakdown trains and is seen with the Underground symbol on the tank. The breeches pipe at the back allowed steam to escape from the tanks when they became very hot. Above the cylinder there is a two-way valve, which directed the steam into the tank in the tunnels and up the chimney in the open.

Fig. 5 Metropolitan steam engine.

Fig. 6 A station in 1872.

The railway originally had at least two classes, first and third. This has long since been abolished on the underground. The 1872 crowded station scene (fig. 6) shows passengers queued up for third class. The air must have been pretty foul in the stations, but Londoners would have been used to the pea soup fogs caused by burning coal. The railway was a huge success. In the first year 9.5 million passengers were carried. This prompted a rapid expansion of the system. In 1905 full electric service was introduced on the Met line.

Fig. 7 Original City and South electric train.

The first deep level tube railway in the world was the City and South London Railway. Originally planned to use cable traction, it was also the first underground electric railway, with electric locomotives (fig. 7). An original train is shown in the illustration. The cars did not have any windows, as it was deemed that they were not needed in the tunnels. Later

Fig. 8 1904 Motor carriage.

Fig. 9 Greathead shield.

the cars had windows and the locomotives were replaced by motor coaches and formed multiple unit trains (fig. 8). The Prince of Wales opened the railway on 4 November 1890. The deeper tunnels, tubes, were made using tunnel shields, Greathead Shield developed by P.W. Barlow and J.H. Greathead. A frame the size of the tube that was slowly moved forward as earth was removed (fig. 9). This is shown on the other 2nd class stamp with the date 1898, central line - red. The success of the deep tube railway spurred the development of several electric tube railways between 1897 and 1907. The power, 600V DC, was provided by a live conductor rail at track level. This system is still in use today on the underground and many of the older surface electric railways.

The 1904 carriage with leather hanging straps, wooden floors, and adverts on the roof has much the same seating arrangement as the modern trains, allowing rapid easy ingress and egress (fig. 10). Commuters are seen in the relatively spacious 1911 railway carriage on the first 1st class stamp, District line - green. The carriages were constructed mainly of wood. As a result of the disastrous fire on a wooden escalator at King's Cross station in 1987, all remaining wooden structures on the underground have been replaced.

Fig. 10 1904 Carriage.

Fig. 11 Arnos Grove station.

During the interwar period the London Underground Railways and their successor the London Passenger Transport Board were building new stations and reconstructing old ones. Many examples of these excellent works of railway architecture can be seen. Charles Holden was the architect chiefly responsible for the buildings and Frank Pick was the managing director with imagination. Holden's stations include the circular Arnos Grove station (fig. 11) on the northern extension of the Piccadilly line which was opened in September 1932. The rebuilt Boston Manor Art Decco Station on the western portion of the Piccadilly line on the second 1st class stamp, is another, 1934 – Piccadilly Line - blue

The first of the £1.28 values, Bakerloo Line – brown, features the instantly recognizable iconic design of the Underground's classic rolling stock, which had been introduced on the tubes deep lines in 1938 (fig. 12).

The Jubilee Line is the newest Underground line. It was originally built as an extension of existing lines from Baker Street to Charing Cross in 1979. The renewal of the Dock-

Fig. 12 Underground 1938 stock.

Fig. 13 Platform-edge doors at Westminster Stattion.

lands area resulted in a further extension to Stratford which was opened in 1999. New stations were built. The station at Canary Wharf designed by Sir Norman Foster is featured on the second £1.28 stamp, 1999 – Jubilee Line - grey. The newer stations have platform-edge doors, primarily introduced to prevent draughts and improve air flow, but also to prevent people from falling or jumping on the track (fig. 13). People-edge doors are in use at several airports, including the Pearson Airport in Toronto and are planned for the Yonge-University-Spadina line of the Toronto subway. ✉

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1908-2008
One Hundred Years of Technology

By (O.D.) Tante Bon

1908-2008 – One hundred years of technology and what do we find? Or, are we more correct in saying who do we find, Anne? Yes, Anne of Green Gables. I wonder what Lucy Maud Montgomery would say, if she were alive, to writing a ninth book, "Anne of eBay".

In 2008 Canada Post celebrated the 100th anniversary of the birth of Anne of Green Gables with two commemorative stamps: one depicting "Green Gables" by artist Dr. Chris Kovacs and one depicting "Anne" by artist Mr. Ben Stahl.

Canada Post also teamed with Japan Post to issue a joint souvenir sheet entitled, International Greetings of Anne of Green Gables. Anne of Green Gables is very popular in Japan. School children have it on their "must-read" for school list. It is also very popular in Japan to have a home that looks like Green Gables.

Here begins the story of Anne of eBay. Yes, Anne.

When the Canadian stamps were first issued, it was questionable whether the Japanese Post souvenir sheet would be available in Canada. We turned to eBay to see if any were available. We found one listed and started following it on the auction site. We didn't know this until we had started searching on eBay for the souvenir sheet and discovered that it had sold out within three hours at Japanese Post.

Fortunately, we were successful in obtaining it. It was the first time I had done any bidding on eBay. I remember turning on the computer just in time to see the bidding stop and our bid come up as successful. The bidding started at US$12.49. The winning bid was US$12.49 plus US$3.99 Standard Int'l Flat Rate Shipping Service to Canada plus Shipping Insurance US$5.00. Total US$21.48 or $23.22 Canadian Dollars.

Not long afterward, the souvenir sheets did become available in Canada and, of course, we bought more. Our initial experience of using eBay was very positive. The seller in Japan had sold on eBay before so had had some experience with the whole process. Yes, we did pay more but we now have the sheet and we can say that it is from Japanese soil. And, yes, we really wanted it. Thus the story of Anne of eBay concludes.

Yes, 2008 was such a successful year for all things, Anne. One hundred years of technology. ✉

by "Napoleon"

Saar 80 and 60 centime Coal Mine

In 1926, the Saar's second series of pictorial definitives included an 80 centime orange view of a coal mine shafthead. In late March, 1930, a change in postal rates created the need for a 60 centime stamp, and the 80 centime was surcharged 60 centimes in black. The existing printing plates were redesigned with "60" in place of "80" and the unsurcharged stamps were released in mid-April, 1930. In late 1934, the redesigned 60 centime was overprinted VOLKSABSTIMMUNG 1935 in two lines to publicize the early-1935 plebiscite. The redesigned 60 centime also was overprinted DIENSTMARKE for official use, the overprint being at the later, 240, angle.

This article will cover four flaws of the basic stamp. Flaw locations are marked with white circles on the full-stamp image of the 80 centime stamp. Remember, however, that none of the flaws on the 80 centime appears on the 60 centime, and vice-versa.

Michel lists three printing flaws on the 80 centime and the surcharged stamp. There are four flaws on the later 60 centime design. None is the same as those on the initial 80 centime. The stamps overprinted VOLKSABSTIMMUNG have two flaws listed, both flaws being ones on the basic 60 centime redesigned stamp. The Michel listing for the DIENSTMARKE stamp lists the same four flaws as on the underlying stamp, plus five defects in the overprint. (Rational approach when checking stamps: look for all the flaws without worrying about which stamp you are checking. If you find a flaw, the flaw itself will determine whether it's the basic 80 centime or redesigned 60 centime design.

The 80 centime flaws all are priced at 40 euros mint-hinged, 90 euros mint-never-hinged, and 120 euros used, while the basic stamp is 3 MH, 8 MNH, and 10 used. Thus each plate flaw multiplies the value by about a dozen times. Three of the flaws are shown in detail. One has a break in the inner frame line over the "0" of "80." A second is an orange dot over the smokestack, and the final one is an orange dot under the second "E" of "SAARGEBIET." The varieties on the 1930 surcharged stamp are 12 euros MH, 30 euros MNH, and 25 euros used. These compare with prices for the unflawed stamp of 2.5 euros MH, 6 euros MNH, and 3 euros used. There also are two varieties of the letter "t" of "cent" in the surcharge. Both varieties are 10 euros MH, 25 euros MNH, and 20 euros used.

The redesigned 60 centime stamp's flaw illustrated here is an orange dot between the poles to the right of the machine house. As with all four flaws on this stamp, the MH price is 18 euros, the MNH price 5 euros, and the used price 15 euros. The basic stamp is 4 MH, 12 MNH, and a mere 0.5 euros used.

The VOLKSABSTIMMUNG stamp without flaw is priced at 0.8 euros MH, 1.3 euros MNH, and 0.6 euros used, while both flaws are priced at 8 euros MH and 20 euros either MNH or used. For the final stamps, the DIENSTMARKE overprints, the normal stamp is 1.5 euros MH, 4 euros MNH, and 0.4 euros used. The four varieties all are 15 euros MH, 40 euros MNH, and 25 euros used.

As usual, colour images are available to those who e-mail me with requests (napoleon3rd@sbcglobal.net).

PRESIDENT'S page

la page du PRÉSIDENT

RPSC news | *by / par George Pepall, FRPSC* | **nouvelles SRPC**

As we prepare for our annual meeting at Royale 2013 in Winnipeg, we reflect on Executive and Board activity these past twelve months. In doing so, I see three major matters for our consideration: changes in our leadership, succession planning and the fourth birthday of our Strategic Plan. These topics are closely connected to one another.

The year has especially been marked by the resignation for personal and health reasons, first, of our dedicated and inspirational longtime Executive Manager, Peter Butler, whom I recognized in this column a couple of issues ago. Then, when it came time for the publication of nominations for the new Board, we found that Frank Alusio's name was not there. Frank has served faithfully as our vice-president since the St. Catharines convention in 2009, always available, in person or by email, to offer sage advice or to lend unqualified support for what I was thinking or trying to achieve. Frank played a role that no other person could have done so comprehensively in coordinating the development of a set of job descriptions for the dozens of contributors to our Strategic Plan. Not stopping there, he formulated computerized tracking sheets that allow us to monitor the work of all these participants.

Frank has a long history in Canadian philately as a member of the International Liaison Committee, in the development of the elements approach to one-page exhibiting, and in promoting and demonstrating thematic exhibiting. He played a major role in the return of Royal conventions to Toronto at Royal*2007*Royale. We can only hope that Frank stays unofficially involved in the areas of his interest in philately. I want to express here my personal thanks to Frank for a job, or I should say jobs, well done.

So we recognize Peter and Frank as they step down from office, and we prepare for the future by bringing new faces to the fore. One we know and are glad to welcome, Rob Timberg, is well underway as our new Executive Manager. You met him in our last issue. He is resuming the National Office report column elsewhere in this issue. As for a new vice-president, that person will come from the ranks of the new directors when we meet in Winnipeg.

Tandis que nous nous préparons à notre réunion annuelle qui aura lieu à l'occasion de Royale 2013, à Winnipeg, nous réfléchissons aux activités de la direction et du conseil d'administration au cours des douze derniers mois. Ce faisant, je vois trois sujets d'importance qui méritent notre attention : des changements en matière de leadership et de planification de la relève et le quatrième anniversaire de notre plan stratégique. Ces sujets sont étroitement interreliés.

L'année a été marquée de façon particulière par des démissions pour des raisons personnelles et de santé. Premièrement, celle de notre dévoué et inspirant directeur administratif, Peter Butler, à qui j'ai rendu hommage dernièrement dans cette chronique. Ensuite, quand vint le temps de publier les nominations au nouveau conseil d'administration, nous avons découvert que le nom de Frank Alusio ne figurait plus dans la liste. Frank a servi fidèlement au poste de vice-président depuis le congrès de St Catharines, en 2009; toujours disponible en personne ou par courriel pour donner de sages conseils ou me fournir un appui inestimable lorsque j'avais une idée ou que j'essayais de réaliser quelque chose. Il a joué un rôle que personne d'autre n'aurait pu assumer de façon aussi approfondie en coordonnant la rédaction d'un ensemble de description de tâches pour les douzaines d'intervenants de notre plan stratégique. Ne s'arrêtant pas là, il a aussi créé des feuilles de contrôle informatisées grâce auxquelles nous pouvons faire le suivi du travail de tous les participants.

Frank détient une longue expérience de la philatélie canadienne en tant que membre du Comité des liaisons internationales; il a travaillé au modèle d'exposition d'une page de collection ainsi qu'à la promotion et à la présentation d'expositions thématiques. Il a joué un rôle prépondérant dans le retour des congrès Royal à Toronto lors de Royal*2007*Royale. Tout ce que nous pouvons espérer, c'est qu'il continue à œuvrer de façon non officielle dans ses domaines d'intérêt philatélique. Je souhaite exprimer mes remerciements personnels à Frank pour un travail, ou devrais-je dire, des travaux, bien faits.

Nous remercions donc Peter et Frank alors qu'ils quittent leurs fonctions et c'est en mettant de nouveaux visages en évidence que nous préparons l'avenir. Parmi les figures connues à qui nous sommes heureux de souhaiter la bienvenue, Rob Timberg est en voie de devenir notre nouveau directeur administratif. Vous avez fait connaissance avec lui dans notre dernier numéro. Vous trouverez la chronique du Bureau national qu'il a rédigée quelque part dans les pages du présent numéro. Quant au

This discussion leads me to the challenge of succession planning. They say that everyone who takes on a new role, whatever it may be, should have in mind his/her replacement. The RPSC is not quite so formalized that we can anticipate our successors that way, but we do have many capable and proven philatelic leaders in chapters across the country. I challenge those people to consider the possibility of running for a directors' position in Halifax in 2014. To serve the hobby at a national level, with the accompanying chance to make philatelic friends across Canada, is a rewarding and stimulating experience. This year's incoming Board will tackle the succession question in detail this year, but in the meantime, feel free to contact any of the current Board to learn more about the position. Remember, your location in the country doesn't affect your ability to serve.

Yes, it's been four years since we endorsed our new Strategic Plan and Bylaws in St. Catharines, ON. It's time that we reviewed it with a view to ensuring that it is serving the needs of our members and the best interests of The RPSC. Anyone can see both the Plan and the Bylaws on our website. We particularly need to consider how well we are meeting the seven goals of the Plan, and whether we need to revise the length of directors' terms of office. Your suggestions for changes, updates or improvements are most welcome. ✉

nouveau vice-président, il sera choisi parmi les nouveaux directeurs lorsque nous nous réunirons à Winnipeg.

Ce sujet m'amène au défi de la planification de la relève. On dit que chaque personne qui accepte un nouveau rôle, quel qu'il soit, devrait déjà avoir à l'esprit celui ou celle qui la remplacera. La SRPC n'est pas formalisée à ce point, mais partout au pays, nos sections comptent de nombreux leaders capables et éprouvés. Je leur demande d'envisager la possibilité de présenter leur candidature à un poste de directeur, à Halifax en 2014. Servir pour notre passe-temps à l'échelle nationale, et avoir ainsi la chance de se faire des amis collectionneurs partout au Canada, est une expérience enrichissante et stimulante. Cette année, le conseil d'administration qui sera nommé se penchera en détail sur la question de la planification de la relève, mais en attendant, soyez à l'aise de vous adresser à l'un des membres actuels pour en apprendre davantage sur les postes. N'oubliez pas que l'endroit du pays où vous habitez n'a pas d'incidence sur votre capacité de servir.

Hé oui, il y a maintenant quatre ans que nous avons adopté notre nouvelle stratégie et nos nouveaux règlements à St Catharines, ON. Le moment est donc venu d'en faire l'examen tout en gardant à l'esprit qu'il s'agit d'un moyen de servir les intérêts de nos membres et les intérêts supérieurs de La SRPC. Le plan et les règlements sont à la portée de tous sur notre site Web. Nous devons particulièrement examiner la mesure dans laquelle nous réalisons les sept objectifs du plan et la nécessité ou non de revoir la durée des mandants de nos directeurs. Vos suggestions de changements, de mises à jour ou d'améliorations sont les bienvenues. ✉

MEMBERSHIP report / Des nouvelles de nos **MEMBRES**

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Messages from the NATIONAL OFFICE

messages du BUREAU NATIONAL

RPSC news

by / par Robert Timberg, FRPSC
Executive Director, National Office / Le directeur général du Bureau national

nouvelles SRPC

First and foremost, I'd like to say to all members how delighted I am to be able to volunteer with this great organization as Executive Manager. As a life-long collector, this is a dream come true. It isn't often that a person gets to work on their hobby.

Peter Butler, my predecessor, left very big shoes to fill. If I'm to do so, I'll need assistance from everyone. I thank you in advance for that cooperation.

I thought it worthwhile in my first column to tell you a little bit about myself and some of what I hope to accomplish in my first number of months.

Contrary to some reports I've seen, I am not retired, as much as I wish I could be as then I'd have more time for our hobby. I'm an engineer (nuclear) and a lawyer who recently worked at Nortel for 23 years where my last assignment was running the global ethics organization and immediately previous to that the global environment, health and safety organization. Before Nortel I worked in various places including law firms, NGO's, and teaching engineering and law.

Whatever I've done and wherever I've been, one thing has remained constant in my life – stamps. I've been a collector since I was a few years old growing up in Kapuskasing in Northern Ontario. U.S. President Franklin Delano Roosevelt got it right when he talked about stamp collecting dispelling boredom, enlarging vision, broadening knowledge, making people better citizens, and enriching lives.

Like many collectors I've met, my collecting interests are varied – philately is too interesting generally – but I do try to concentrate on KG VI, especially RPO's, aerophilately and Arctic mail, and also the postal history of Cochrane District where Kapuskasing is situated.

What would I like to do in the months ahead? First is to become intimately familiar with the policies, practices and strategic plan of our organization, and establish a working relationship with our Executive and Board of Directors. Then, beginning in the fall, I'm hoping to visit as many Chapters as possible and meet members, recognizing cost constraints prohibit extensive travel.

My short to medium term goal is to find ways to stem the slow slide in our membership, and begin to recover lost members and add new ones. I have several ideas for using communication tools such as websites and newsletters that can help that I'll share, whether through TCP or directly with Chapters.

D'abord et avant tout, j'aimerais dire aux membres à quel point je suis heureux de pouvoir travailler bénévolement en tant que directeur administratif de cette remarquable organisation. Pour moi, qui ai collectionné des timbres toute ma vie, le rêve devient réalité. Il est en effet très rare d'avoir la chance de travailler dans son passe-temps favori.

Peter Butler, mon prédécesseur, m'a laissé de grands souliers à chausser. J'aurai assurément besoin de l'aide de chacun d'entre vous si je veux relever ce défi et je vous remercie à l'avance de votre coopération.

J'ai pensé qu'il serait opportun, dans cette première chronique, de vous parler un peu de moi et de ce que j'espère accomplir au cours des prochains mois.

Contrairement à certains commentaires dont j'ai eu connaissance, je ne suis pas encore à la retraite, du moins, pas autant que j'aimerais l'être, ce qui me donnerait davantage de temps à consacrer à notre passe-temps. Je suis ingénieur (nucléaire) et avocat. J'ai travaillé pendant 23 ans pour Nortel. Ma dernière affectation a été la direction du groupe mondial sur l'éthique et auparavant, j'ai été responsable de l'organisation mondiale pour la santé et la sécurité. Avant d'être au service de Nortel, j'ai travaillé à divers endroits, notamment pour des cabinets d'avocats et des ONG, et j'ai aussi enseigné l'ingénierie et le droit.

Mais peu importe ce que je faisais et l'endroit où j'étais, une chose demeurait constante dans ma vie – les timbres! Je les collectionne depuis mon enfance à Kapuskasing, dans le Nord de l'Ontario. Le président des États-Unis Franklin Delano Roosevelt avait raison de parler de la collection de timbres comme d'un passe-temps qui dissipe l'ennui, élargit les points de vue, augmente les connaissances, fait de meilleurs citoyens et enrichit des vies.

Comme chez beaucoup d'autres collectionneurs que j'ai rencontrés, mes intérêts sont variés – la philatélie est tellement intéressante dans son ensemble –, mais j'essaie de me concentrer sur les timbres de la période du roi Georges VI, particulièrement la poste ferroviaire, l'aérophilatélie et la poste arctique; je m'intéresse aussi à l'histoire postale du district de Cochrane où se trouve Kapuskasing.

Quels sont mes plans pour les mois à venir? Je veux tout d'abord me familiariser avec les politiques, les pratiques et le plan stratégique de notre organisation, et établir une relation de travail avec les cadres et le conseil d'administration. Ensuite, j'aimerais commencer dès cet automne à visiter autant de sections régionales que possible, tout en étant conscient que les coûts prohibitifs des voyages m'imposeront des limites.

Mon objectif à court et à moyen terme est de trouver des manières d'endiguer la lente érosion du nombre de nos membres, de ramener ceux que nous avons perdus et d'en trouver de nouveaux. À ce chapitre, j'ai plusieurs idées reliées à l'utilisation des outils de communication, tels que les sites Web et les bulletins, dont je vous parlerai dans le Philatéliste canadien ou directement aux sections régionales.

Over the medium to long term, I believe strongly our hobby must embrace technology and become more Internet-savvy if it is to survive. Over the months ahead I'll share my personal views on what I feel needs to be done.

If we're to succeed we need to keep in mind the advice of Harry S. Truman, "It is amazing what you can accomplish if you do not care who gets the credit."

If anyone has questions or suggestions, please do not hesitate to contact me, whether by e-mail, regular mail or phone. The only way we can grow this hobby is to work together, and that means dialogue. We may not agree on everything all the time, but we need to talk to continue moving ahead.

Have a great summer. See you in the fall. ✉

Pour ce qui est du moyen et du long terme, je crois fermement que nous devons profiter pleinement de la technologie et devenir plus doués en matière d'Internet si nous voulons que notre passe-temps survive. Au cours des prochains mois, je vous ferai part de mon point de vue personnel sur ce qui doit être fait.

Si nous voulons réussir, nous devons garder à l'esprit le conseil de Harry S. Truman : « C'est fou tout ce qu'il est possible de faire lorsque l'idée reconnaissance personnelle n'est pas à l'ordre du jour. »

Si vous avez des questions ou des suggestions, s'il vous plaît, n'hésitez pas prendre contact avec moi par courriel, par courrier ou par téléphone. Le seul moyen de faire croître ce passe-temps est la collaboration, et qui dit collaboration, dit dialogue. Nous ne serons peut-être pas toujours d'accord sur tout, mais nous devons parler pour continuer à aller de l'avant.

Je vous souhaite un très bon été. À cet automne! ✉

ROSS W. IRWIN (1921-2013)

Philately has lost a resolute member with the death of Ross Irwin of Guelph, Ontario, on March 17, 2013. He is survived by his beloved wife Doreen, son John, daughter Carol Anne, one brother and five grandchildren.

Born in Cambray, Victoria County, Ontario, Ross retired as a professor from the University of Guelph where he taught soil mechanics and land drainage for 35 years.

Ross became a stamp collector at the tender age of 10 when his "Aunt Nel," who was not really his aunt, but a close friend of his mother, presented him with an album and a package of stamps for Christmas. During World War II, he served with the Royal Canadian Electrical and Mechanical Engineers in Europe for nearly four years before returning home in 1946.

A longtime member of the Guelph Stamp Club, Ross edited the club's newsletter for a time and subsequently became editor of the Grand River Valley Philatelic Newsletter, *Grand News*. Eventually he served as president of each organization.

Perhaps Ross is best known to fellow collectors for his interest in Canadian meter postage. He published the authoritative and instantly popular *Canadian Meter Postage Stamp Catalogue* in 1972. It quickly became the definitive work on Canadian meter mail at the time and its wide acceptance required a second edition within

three years of the release of the first edition.

Ross assembled a first-rate meter mail collection and concomitantly made the acquaintance of people in the postage meter manufacturing business. As a professional engineer, it was numbers and designs, rather than the colour of postage stamps, that best fit his temperament. Besides his books dealing with meter mail, Ross authored three books on Canadian war medals and decorations. Longtime readers of *The Canadian Philatelist* will recall that he was a frequent contributor to our magazine. One of his most recent full-length features in our journal was a guest editorial published in March/April 2011 issue. In addition to his membership in The Royal, he was also a member of the Postal History Society of Canada and a contributor to its official publication, the *PHSC Journal*.

Although meter mail was Ross' enduring philatelic love, he had many other collecting interests. The stamps of Ireland was one. His great grandparents hailed from the Emerald Isle and it was that distant connection that led him to begin collecting the stamps of Ireland many years ago. I recall one conversation in which he explained, only half jokingly, "I suspect, that he and an Ireland stamp collection would make a good fit as Ireland at the time issued only about two or three stamps a year." It was his sense of humour and ready smile that endeared him to fellow collectors.

As editor of the *Canadian Meter Stamp Newsletter* he was able to disseminate information about the latest meter strikes to his study group members that he gleaned from his acquaintances with the president of Pitney Bowes and the CEO's of other postage meter manufacturing firms such as Francotyp Postalia.

Ross was an academic, collector, philatelist and historian - he served several years as president of the Guelph Historical Society - who gave unstintingly of his time to document his research for the benefit of contemporary and future collectors. He will be missed by many people.

Tony Shaman, FRPSC

The RPSC **YOUTHPHIL** club

La club **TIMBREJEUNES** SRPC

RPSC news *by / par Yvan Latulippe* **nouvelles SRPC**

You will receive this issue early in July. I hope that, like me, you will be in your pool or elsewhere, relaxing and recharging your batteries for the coming season. In 2013-2014 you should find a more active YouthPhil Club. Starting in September, a contest (with prizes) will be announced in the YP column, of each issue from Sept/Oct to May/June.

Also starting in September, we will begin to supply information to the Youth section of the RPSC's website. Of course, it will depend on how quickly we master the "how to" of a website. Fortunately, we will have some help.

Some exhibitions are already scheduled for the autumn: Sarnia, Cobourg, l'Amicale des philatélistes de l'Outaouais (APO), and the GRVPA, all before Christmas. You can find all the details in the Coming Events column of this issue. There will also be a CSDA meeting (end of September) in Toronto and EXUP 35 in Montreal (November).

You can send any interesting messages for young philatelists to our e-mail. Think about the deadlines for going to press (in about two months). During the 2013-2014 season the YP Club will try to visit regional exhibitions with philatelic games for young philatelists. We will keep you informed of these visits.

Have a good summer everyone. ✉

Vous recevrez ce numéro au début de juillet. J'espère que, comme moi, vous serez en train de profiter de l'été et des vacances pour relaxer et recharger vos piles pour la prochaine année.

En 2013-2014 vous entendrez parler du Club TimbroJeunes plus régulièrement. Dès le prochain numéro, vous trouverez un concours (avec des prix) à l'intérieur de l'article du Club TJ, ce à chaque numéro de Sept/Oct à Mai/Juin.

De plus, nous commencerons, dès septembre, à nourrir la section jeunesse du site Web de la Royale. Le tout dépendant de notre vitesse à assimiler le fonctionnement d'un site web. Heureusement que nous aurons de l'aide.

Certaines expositions sont déjà cédulées pour l'automne : les clubs de Sarnia, de Cobourg, l'Amicale des philatélistes de l'Outaouais et le GRVPA tous avant Noël. Vous en trouverez les coordonnées dans le Calendrier des événements de ce numéro du Philatéliste canadien. Il y aura aussi un meeting de la CSDA à Toronto fin septembre et EXUP 35 se tiendra à Montréal en novembre.

Si vous avez des messages s'adressant aux jeunes, n'hésitez pas à me les faire parvenir à l'adresse au bas de cet article (pensez aux échéances). Durant la saison 2013-2014, le Club TJ essayera d'être présent à quelques expositions régionales avec des jeux philatéliques. Nous essaierons d'aller dans différentes régions. Nous vous tiendrons au courant dès que nous aurons les confirmations.

Bonnes vacances à tous et profitez-en amplement. ✉

To have your event listed in this section of The Canadian Philatelist, please send all details to The RPSC National Office, P.O. Box 929, Station Q, Toronto, ON M4T 2P1. Details may be faxed to 416-921-1282 or e-mail to info@rpsc.org. Information will not be accepted by telephone. THIS IS A FREE SERVICE OF THE RPSC.

Pour que votre événement soit listé dans cette section du Philatéliste canadien veuillez envoyer tous les détails au Bureau national de la SRPC, C.P. 929, Succ. 'Q', Toronto, ON M4T 2P1. Les détails peuvent être faxés au 416-921-1282 ou par poste-électronique à info@rpsc.org. Aucune information ne sera acceptée par téléphone. CECI EST UN SERVICE GRATUIT DE LA SRPC.

REGIONAL EVENTS / ÉVÉNEMENTS RÉGIONAUX

AUGUST 10 AOÛT, 2013:
Fenpex 29, the Fenlon Stamp Club's 29th Annual Show and Bourse will be held from 9:30 am to 3:30 pm at 58 Murray Street, Fenlon Falls, ON. Displays, 12 dealers, door prizes, silent auction and free stamps for junior collectors. Lunch available. Free admission and parking. More information from Lloyd McEwam, at (705) 324-7577 (business) or lmccewan@sympatico.ca.

AUGUST 10 AOÛT, 2013:
Kinex 2013 sponsored by the Kincardine Stamp Club will be held from 10:00 am to 4:00 pm at the Davidson Centre, 601 Durham Street, Kincardine, ON. Exhibits, 8-9 dealers, kids table, door prizes. Free admission. Contact is John Cortan at kincstampclub@ hurontel.on.ca or (519) 305-5817.

AUGUST 17 AOÛT, 2013:
MUSPEX 2013 sponsored by the Muskoka Stamp Club will be held from 9:30 am to 4:00 pm at the Muskoka Riverside Inn, 300 Ecclestone Drive, Bracebridge, ON. Club exhibits, 10 dealers, club table, door prizes and free stamp supplies for young people. Free admission and parking. Info from Bruce Hughes at brucestamper1@ sympatico.ca or (705) 385-2020.

SEPTEMBER 7 SEPTEMBRE, 2013:
BRUNPEX 2013 sponsored by The Fundy Stamp Collectors Club will be held from 10 am to 4:00 pm at the Rotary Lodge, Centennial Park, St. George Blvd., Moncton, NB. This is the 14th annual stamp bourse with 10 dealers and auctions. Wheelchair access. Free admission and parking. Contact is Rod Allison at rod.allison@ bellaliant.net or (506) 855-1656. Website is www.fundystampclub.ca.

SEPTEMBER 20-21 SEPTEMBRE, 2013:
VANPEX 2013 Show and Bourse, sponsored by The British Columbia Philatelic Society will be held from 10:00 am to 6:00 pm Friday, and 10 am to 4:00 pm Saturday at the West Burnaby United Church, 6050 Sussex Avenue, Burnaby, BC. Exhibits, Dealers, Free Admission and Parking. For further information see www.bcphilatelic.org or contact Derren at verdraco@uniserve.com.

SEPTEMBER 28 SEPTEMBRE, 2013:
LAMPEX 2013 Show and Bourse sponsored by the Sarnia Stamp Club will be held from 9:30 am to 4:30 pm in the Optimist Hall at the Point Edward Arena, 210 Monk Street, Point Edward, ON. Displays, 10 dealers. Free admission and parking. Info from John Armstrong at (519) 464-2688 or email sarniastampclub@ cogeco.ca or see http://www.sarniastampclub.ca.

SEPTEMBER 28 SEPTEMBRE, 2013:
Copex 2013 sponsored by the Cobourg Stamp Club will be held from 9:00 am to 3:00 pm at the Salvation Army Hall, 59 Ballantine St., Cobourg, ON. Stamp displays, 8 dealers, club consignment table, door prizes and food court. Free admission and parking. Info from Harold Houston at hhouston@cogeco.ca or (905) 885-0075 or Malcolm at (905) 885-2697.

OCTOBER 19 OCTOBRE, 2013:
The Barrie District Stamp Club's 2013 Annual Show and Dealer Bourse will be held from 10:00 am to 4:00 pm at the Army, Navy & Air Force Veterans in Canada Club, 7 George Street, Barrie, ON. Free admission and parking. Info from Michael Millar, FRPSC at (705) 726-5019 or check the Club website www.barriedistrictstampclub.ca.

OCTOBER 19-20 OCTOBRE, 2013:
Amphilex 2013 Stamp Exhibition sponsored by the Amicale des philatélistes de l'Outaouais which is celebrating its 35th anniversary, will be held from 9:00 am to 5:00 pm on Saturday and 9:00 am to 4:00 pm on Sunday at the Père Arthur-Guertin Community Centre, 16 Bériault St., Gatineau, QC. Competitive exhibits, many dealers, youth booth with free stamps, wheelchair accessible, snack bar. Free admission and parking. Contact is André Leblanc, Commissioner, at (819) 568-7593 or andreleblanc@videotron.ca or http://www.amicaledesphilatelistesoutaouais.org.

OCTOBER 26-27 OCTOBRE, 2013:
51st Saskatoon Coin & Stamp Show will be held from 10:00 am to 5:00 pm on Saturday and 11:00 am to 4:00 pm on Sunday at the Ramada Hotel, 806 Idylwyld Drive North, Saskatoon, SK. Admission is $4 for adults, free for children 12 and under. Dealers, exhibits, restaurant on site, free stamps for kids, draws, free parking. Contact Ernie Wlock at emwlock@shaw.ca or Martin Schofield at mschofield@sasktel.net for more information.

NOVEMBER 2 NOVEMBRE, 2013:
Kentpex 2013, the annual show of the Kent County Stamp Club will be held from 9:30 am to 3:30 pm at the Active Lifestyle Centre, 20 Merritt Ave., Chatham, ON. Many dealers, exhibits and door prizes. Free admission and parking.

NOVEMBER 9 NOVEMBRE, 2013:
GRVPA 19th Annual Club Fair will be held from 10:00 am to 4:30 pm at the United Kingdom Hall, International Village Dr., Cambridge, ON. Over 450 circuit books, 2 silent auctions, youth table, snack bar, wheelchair accessible. Free parking. Contact person is Stuart Keeley at (905) 227-9251 or stuart.keeley@ sympatico.ca or http://www.grvpa.com.

JANUARY 25 JANVIER, 2014;
65th Cathex sponsored by the St. Catharines Stamp Club will be held from 10:00 am to 5:00 pm at the Grantham Lions Club, 732 Niagara Street, St. Catharines, ON. Exhibits, 12 dealers, club circuit, youth/beginners table, lunch counter. Free parking. More info from Stuart Keeley at (905) 227-9251 or stuart.keeley@sympatico.ca or http://stcatharinesstampclub.ca.

APRIL 4-6 AVRIL, 2014
LAKESHORE 2014. Details to follow at a later date.

NATIONAL EXHIBITIONS / EXPOSITIONS NATIONALES

MAY 3-4 MAI, 2014:
ORAPEX 2014, Ottawa's National Level Stamp Show, the 53rd Stamp Exhibition and Bourse with 40 dealers and 150+ frames of exhibits, will be held from 10:00 am to 6:00 pm on Saturday and 10:00 am to 4:00 pm on Sunday in the RA Centre Curling Rink, 2451 Riverside Drive, Ottawa, ON. Free admission and parking. Exhibitors please contact Brian Watson at exhibits@ orapex.ca. Dealers please contact Stéphane Cloutier at bourse@orapex.ca. General information is available from Stéphane Cloutier at (613) 741-1005 or at info@ orapex.ca. or from the website at www.orapex.ca. An American Philatelic Society WSP show.

MAY 2-3 MAI, 2015:
ORAPEX 2015 Ottawa. Details to follow at a later date.

APRIL 30-1 MAY, 2016/AVRIL 30- 1 MAI, 2016:
ORAPEX 2016 Ottawa. Details to follow at a later date.

INTERNATIONAL EXHIBITIONS / EXPOSITIONS INTERNATIONALES

AUGUST 2-14 AOÛT, 2013
THAILAND 2013, a World Stamp Exhibition under the Patronage of HRM Princess Maha Chakri Sirindhorn organized by Thailand Post Company Ltd with collaboration of the Philatelic Association of Thailand at the Royal Paragon Hall Exhibition and Convention Centre, Bangkok, Thailand. The exhibition obtained patronage of FIP and auspices of FIAP. Canadian Commissioner: Sammy G. Chiu, FRPSC, P.O. Box 1108, Station "B", Willowdale, ON, M2K-3A2, Tel. (416) 845-3382, and email: chiusam@hotmail.com.

NOVEMBER 19-25 NOVEMBRE, 2013:
BRASILIANA 2013 World Stamp Exhibition in Rio de Janeiro, Brazil. FIP patronage. Canadian Commissioner is Alexandra Glashan, 2230 avenue de Clifton, Montreal, QC H4A 2N6. Phone (514) 486-4671. Email: com.canada@hotmail.com. (Please note the correction to the postal code. Our apologies for the error in our Jan-Feb 2013 magazine. The correct postal code is H4A 2N6.) Application deadline February 20, 2013.

AUGUST 7-12 AOÛT, 2014:
PHILAKOREA 2014 Seoul Korea, 2014 World Stamp Exhibition with FIP patronage. All competitive classes accepted. Official website will be released soon. Canadian commissioner: George Constantourakis, 2115 Girouard, Montreal, QC, H4A 3C4. Phone: (514) 482 2764 (evenings & weekends), email: geo.constant@ sympatico.ca.

MALAYSIA 2014
World Youth Philatelic Exhibition, with FIP patronage, restricted to Youth Class only. Website will be available soon. More info from Canadian Commissioner: Denis Hamel, 305-531 Wilfrid-Lavigne, Gatineau, QC J9H 6R4. Email: hamel.denis@videotron.ca. Phone: (613) 299-3552.

MAY 13-16 MAI, 2015:
London 2015 Europhilex international stamp exhibition with 1400 frames of exhibits from European exhibitors will be held at the Business Design Centre, Islington, London N1. More information at www. london2015.net.

SINGAPORE: SEPTEMBER 2015

NEW YORK: MAY 22-29, 2016

SOUTH AFRICA: 2016

The International Exhibitor Newsletter an update on FIP, FIAF shows and RPSC international exhibition news for Canadian exhibitors, is now available to RPSC members by email from Jim Taylor, the RPSC International Liaison Officer. Send your name and email address to miquelon@shaw.ca.

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THE J.W. BALD PICTURE POSTCARD HANDBOOK 1905-1955

By Roy Sennett and edited by Michael J. Smith. 2013, spiral bound, laminated cover, 164 pages, 6¾ x 9 inches. ISBN 978-0-9680254-1-3; Retail price $39.95 postpaid Canadian or U.S. funds. Available from the author at 182 Newgate St., Apt. 3, Goderich, ON N7A 1P6, by telephone 519-612-1021, by e-mail at: msmith67@rogers.com or from the editor's website:www.MikeSmithBooks.ca

John W. Bald was a professional photographer who practiced his craft for more than 60 years in and around the Penetanguishene/Midland region of Georgian Bay, Ontario. *The J.W. Bald Picture Postcard Handbook 1905-1955* features Bald postcards produced over a 50-year period, mostly depicting scenes surrounding the Georgian Bay area although several cards picture scenes from further afield such as, for example, Algonquin Park and the Kitchener, Ontario, City Hall. It is the author's seventh and most up-to-date and complete publication dealing with J.W. Bald picture postcards.

Divided into five parts, the book also contains a four-page index and an appendix consisting of a nine-page alphabetical listing of real photo cards plus a chart providing a detailed explanation of the letters and numbers used in the handbook to identify the listed cards.

A preface, list of acknowledgements and a brief biography of the author complement the publication. For history buffs, there is a stunning colour image of Bald's studio camera, which is now housed in the Huronia Museum in Midland.

Part 1, the introduction, tells readers something about the young Bald, his formative years in Nottawa, a small community near Collingwood, Ontario; his time as a photographer's apprentice in Barrie and the *Red Feather*, a 30-foot cruiser that he used to travel around Georgian Bay for his photography work and for pleasure as, by this time, the family owned a cottage on Belle Island at Honey Harbour. Also featured in Part 1 are several iconic postcard images depicting area scenes that Bald may have snapped while traveling aboard the *Red Feather*.

Backs of postcards are an important element for collectors and Part 2 amply illustrates the various backs of Bald postcards. These backs provide information such as the name of the printer, illustrate logos, headers and text styles, postcard types such as private postcards, souvenir cards, or printed matter cards, among others. Postcard backs might also illustrate various postage stamp box designs, name of the publisher and similar technical information.

Part 3 deals with real photo postcards. They are the "Cadillacs" of postcards and readers learn how to identify real photo postcards and how to distinguish them from the more common printed postcards. The author goes on to explain that the front and back sides of real photo postcards have features that can identify them as such. Several pages are devoted to images illustrating the various backs of real photo cards and how the stamp boxes in particular can be used to identify real photo cards.

In Part 4 the author lists the various Bald cards by groups. Cards having common design features such as four borders or card backs printed by a specific company are grouped together and assigned an alphanumeric designation. Group 1 cards, for instance, are cards printed by Valentine & Sons.

Real photo postcards are listed in Part 5. Divided into 16 distinct types, they are identified alphabetically from Type A through Type R.

Several outstanding cards are reproduced in vivid colour and a number of others are shown in eye-catching sepia tones. To describe these images as a visual treat is not an overstatement.

As the most complete and most up-to-date catalogue and checklist of J.W. Bald postcards, although still a work in progress – no postcard handbook can ever claim to be 100% complete - it is a publication that collectors and historians will want to have on their bookshelves or in their briefcases when visiting postcard shows. It is difficult to imagine how serious collectors of Bald picture postcards can pursue their hobby without having this publication close at hand.

Tony Shaman, FRPSC

COLLECT BRITISH STAMPS

Published by Stanley Gibbons (7 Parkside, Christchurch Road, Ringwood, Hampshire, Great Britain, BH24 3SH). ISBN 10:0-85259-862-9 and ISBN 13:978-0-85259-862-7. Glossy soft cover, 236 plus xlviii pages; 240X170 mm. Retail price 13.95 British pounds. Orders can be placed by telephone: +44(0)1425-472363 or by e-mail:orders@stanleygibbons.co.uk or Internet:www.stanleygibbons.com

The 2013 Stanley Gibbons Collect British Stamps is the publisher's 64th edition. Issued in full colour, this catalogue is a perennial favourite with collectors. It is visually pleasing, well laid out in a size that is handy for collectors to use either as a checklist or as a reference guide. The work is sufficiently detailed for the more advanced philatelist and is totally adequate for beginner and intermediate collectors. The Commemorative Design Index, introduced a half-dozen years ago, has been updated from the 2012 edition to allow collectors to look up the more current issues quickly and easily.

Beginner collectors will find the section on how to go about starting a stamp collection quite useful.

Although this catalogue serves as an extensive and reliable checklist, it is not as comprehensive as its more detailed sister publication, The Great Britain Concise catalogue which is released each spring. Still, it comes complete with a listing of every British stamp issued from the Penny Black to the Christmas issues of 2012. Also included in this newest edition are Royal Mail Philatelic, Numismatic and Medallic covers, Post Office year books, No Value Indicated stamps, PHQ cards, postage due and official stamps, commemoratives, traffic light gutter pairs, Post and Go stamps, regional stamps of England, Northern Ireland, Scotland and Wales and first day of issue covers from 1936 on. For ease of use and quick reference, all commemorative issues are fully illustrated.

For the watermarks specialists and perforation enthusiasts, the catalogue lists all stamps with different watermarks and perforations. Nor are details overlooked, such as the visible plate numbers on the Victorian issues, graphite-lined and phosphor issues, including missing colour errors and stamp booklets.

Noted are a significant number of price increases from last year's catalogue. Other updates include the exact dates of issue for both the Machin definitive stamps and regional releases. Issues for 2012 have been added to the listings and other listings have been checked and updated where necessary.

Also listed in this latest price list are the pre-postal independence issues of the Isle of Man, 1958-1971, Guernsey, 1941-1969, Jersey, 1941-1969, and the War Occupation issues of Guernsey and Jersey.

Included also is a design index for 1953 and subsequent commemorative issues.

Competitively priced at 13.95 pounds, this attractively produced catalogue is an affordable publication for serious collectors. Equally important, it meets the high standards set by Stanley Gibbons for all its philatelic publications.

Collectors of the stamps of Great Britain will find this catalogue to be a valuable asset in their philatelic toolkit. It is a publication that will assist beginner and advanced philatelists in building a meaningful collection of the stamps of Great Britain.

Tony Shaman, FRPSC

STANLEY GIBBONS STAMP CATALOGUE ANTARCTICA

Published by Stanley Gibbons Ltd. 2nd edition, 2012. ISBN 10:0-85259-863-7 and ISBN 13:978-0-85259-863-4. Soft cover, 75 plus xli pages, 172 X 240 mm; Retail price 16.95 British pounds. Orders can be placed by telephone: +44(0)1425-472363 or by e-mail:orders@stanleygibbons.co.uk Also available from the publisher at 7 Parkside, Christchurch Road, Ringwood, Hants, BH24 3SH or from www.stanleygibbons.com

The 2nd edition of the Stanley Gibbons Antarctica Catalogue, released only two years after the 1st edition was printed, gives an indication of the popularity of the stamps issued by the various territories of the Antarctic region.

Included in this popularly sized publication are up-to-date listings of stamps of the Australian Antarctic Territory, British Antarctic Territory, French Southern and Antarctic Territory and Ross Dependency, along with several other related areas of interest to collectors of the region. These include Antarctic Expeditions (Victoria Land), Graham Land, South Orkney Islands, South Shetland Islands, and Falkland Island Dependencies up to 1963.

Collectors will undoubtedly be pleased with having a single handy reference source that they can consult for needed information. The new volume contains more than 650 illustrations.

With the advice of specialist stamp dealers, editors of the 2nd edition have revised and updated the listed stamp prices of the Australian Antarctic Territory, British Antarctic Territory, French Southern and Antarctic Territory and Ross Dependency.

Included in the publication, a handy reference for collectors, is a map of the Antarctic region showing

the location of the Australian, British and French Territories.

Each section of the catalogue is replete with explanatory notes accompanying the illustrated listings.

A four-page International Philatelic Glossary listing commonly used philatelic terms in English, French, German, Spanish and Italian will appeal to non-English-speaking collectors. And the 16-page section of general philatelic information and guidelines pertaining is a feature that will be appreciated by collectors for its clear explanation of technical and esoteric terminology.

Of particular interest to postal historians will be the article by Antarctic Polar specialist Steve Pendleton entitled "South Along the Ring of Fire - Macquarie Island."

This expanded volume has a sufficiently small footprint to be conveniently carried about to stamp shows while simultaneously serving as a reliable reference for advanced and beginner collectors alike. Reasonably priced, the slim volume is excellent value for the money that no collector of the stamps of the Antarctic territories will want to be without.

Tony Shaman, FRPSC

STANLEY GIBBONS COMMONWEALTH STAMP CATALOGUE WEST AFRICA

Published by Stanley Gibbons Ltd. 2nd edition, 2012. ISBN 10:0-85259-866-1 and ISBN 13:978-0-85259-866-5. Soft cover, 318-plus xxxiii pages, 170 X 240 mm; Retail price 27.95 British pounds. Orders can be placed by telephone: +44(0)1425-472363 or by e-mail:orders@stanleygibbons.co.uk Also available from the publisher at 7 Parkside, Christchurch Road, Ringwood, Hants, BH24 3SH or from www.stanleygibbons.com

The 2nd edition of Stanley Gibbons Commonwealth Stamp Catalogue West Africa has a smaller format, although with correspondingly more pages, than its predecessor. Its illustrations are printed in full colour and it also incorporates some new features.

Listed in the firm's One-Country, or group of countries, catalogue series are the stamps of Gambia, Ghana, Sierra Leone and the Commonwealth issue of Cameroon. Included also are the listings for the British Post Office Agencies of Morocco, the Anglo-French Occupation of Togo and the postmarks of the British Post Office Fernando Po.

Issues up to 1970 were taken from the Stanley Gibbons 2013 Commonwealth and British Empire Catalogue; subsequent issues were all revised and updated for this new edition. The catalogue also lists watermark varieties, major errors and booklets.

Mint and used stamps only are priced although prices are subject to change, according to the publisher. Significant price increases are noted throughout the catalogue. Gambia, for example, had an increase in the list price for the 1922 1½d inverted watermark variety (SG25w) from 400 to 600 pounds for a used copy; Gold Coast's 1948 definitive series (SG135/46) increased from 95/85 pounds for mint and used copies respectively to 120/110 pounds; and the Sierra Leone 1933 Slavery 10s issue (SG 179) rose 100 pounds from 325 to 425 pounds for a used copy.

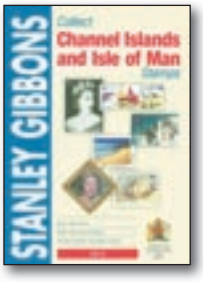
The complex modern definitive and provisional issues of Ghana and Nigeria have been updated and new watermark varieties have been added to the listings, as has the Nigeria '2d' re-entry plate flaw for the 1956 2d grey denominated stamp.

A Table of Contents in alphanumeric order quickly takes users to the desired page or section of the catalogue.

Several pages of introductory material, information for users, an explanatory guide to entries, an International Philatelic Glossary and a features listing complement the stamp listings.

This newest catalogue will be appreciated by collectors specializing in the stamps of West Africa and by collectors wishing to expand their collecting horizons.

Tony Shaman, FRPSC



CHANNEL ISLANDS AND ISLE OF MAN STAMPS

Published by Stanley Gibbons Ltd. 28th combined edition, 2013. ISBN 10:0-85259-873-4 and ISBN 13:978-0-85259-873-3. Glossy soft cover, 360 plus iv pages, 240 X 167 mm; Retail price 28.95 British pounds. Orders can be placed by telephone: +44(0)1425 472 363 or by e-mail:orders@stanleygibbons.com Also available from the publisher at 7 Parkside, Christchurch Road, Ringwood, Hants, BH24 3SH or from www.stanleygibbons.com

More than 230 new stamps, stamp booklets and mini-sheets have been added to this publication since the release of the previous edition only a year ago. Newly added listings include releases up to November 2012.

Included in the listings of the combined 28th edition of Stanley Gibbons latest Channel Islands and the Isle of Man catalogue are the wartime occupation issues of Guernsey and Jersey, the British Post Office Regional issues, 1940-1945, and the

stamps of the independent postal administrations of Guernsey – including Alderney - Jersey and the Isle of Man, as well as the Channel Islands Liberation Issue of 1948.

But, make no mistake, this latest edition is much more than a straightforward listing of these stamps. Its comprehensiveness will satisfy the needs of most collectors of the stamps of these geographical regions.

For example, it provides information about the stamp designers and printers, the different papers used to print the stamps, missing colour varieties, phosphors, stamp sheet sizes, imprints, stamps quantities sold, where known, and their invalidation and withdrawal dates.

Also listed are postage dues, regional issues from 1958 to 1969, and stamp booklets for Guernsey and Jersey. A listing of stamp booklets for Alderney is also included, as are the regional issues of the Isle of Man (1958-1971), souvenir postal stationery postcards, Manx Postal Museum Postcards, postage due stamps and its stamp booklets.

In addition to the listings of first day covers, presentation packs, and year packs, the catalogue also lists cylinder and plate numbers. Prices are given for all known printing errors and paper changes. Nothing has been left out that most collectors look for in these issues.

Channel Islands and Isle of Man Stamps is a reliable publication that collectors can use with confidence in their quest to enhance their collections of the stamps and stamp booklets of these islands.

Tony Shaman, FRPSC

STAMP CATALOGUE PART 7 GERMANY

Published by Stanley Gibbons Ltd. 2012, ISBN 10:0-85259-867-X; ISBN 13:978-085259-867-2; (7 Parkside, Christchurch Road, Ringwood, Hampshire, Great Britain, BH24 3SH). Laminated soft cover; 370-plus xxiii pages, 240X170 mm. Retail price 37.95 British pounds. Orders can be placed by telephone: 01425-472 363 or by e-mail:orders@stanleygibbons.co.uk or Internet: www.stanleygibbons.com

Although there was a four-year span between printings of the eighth and ninth editions of the Part 7 Germany catalogue, released in 2007 and 2011 respectively, by 2012 the publishers realized that the 2011 edition needed to be updated.

Most notable changes in the newest catalogue are the listings of the stamps of Heligoland and how to spot its forgeries and difficult-to-identify reprints. (Heligoland was ceded to Germany by Great Britain in 1890.)

Also noted in this latest work are significant price changes, mostly for used stamps.

Listed in the 2012 edition, in addition to the newly listed Heligoland stamps, are the stamps of the German States, Germany from 1872 to 1945, West Germany, East Germany, West Berlin and reunited Germany from 1990. The most recent stamp listings include issues released in July 2012; the most recent stamp booklet listings are the self-adhesive German Football Enthusiasm issues, which were released on May 2, 2012. Machine labels are also listed and illustrated in full colour.

Also listed are Berlin labels and booklets, German Occupation issues 1914-1918 and 1939 to 1945, the stamps of the former German colonial administration, including Cameroun, Caroline Islands, German East Africa, German New Guinea and German South-West Africa, Post Offices in China, Morocco, the Turkish Empire, Kiaochow, Mariana Island, Marshall Islands, Samoa and Togo.

Given the complexity of the stamps issued by the various German States since 1849, this catalogue, the only one printed in English covering the extensive array of German stamps, fills a unique niche. Each section of the catalogue is replete with explanatory notes accompanying the illustrated listings.

The Design Index lists issues from 1945 and also includes the stamps of West Berlin and East Germany. The alphabetical Contents index page has been carried over from the 2011 edition.

Appealing to non-English-speaking collectors will be the four-page International Philatelic Glossary listing commonly used philatelic terms in English, French, German, Spanish and Italian. The seven-page section of general philatelic information and guidelines pertaining to StanGib's foreign catalogues is a feature that will be appreciated by collectors for its succinct explanation of technical and esoteric terminology.

Although somewhat larger than pocket-sized, this expanded volume is small enough to be conveniently carried about while simultaneously serving as a reliable reference guide and checklist. It will do yeoman's service for advanced and beginner collectors alike.

The catalogue is reasonably priced and provides excellent value for the money. It is hard to imagine that collectors of the stamps of Germany and related material will not want to add this latest publication to their philatelic library.

Tony Shaman, FRPSC

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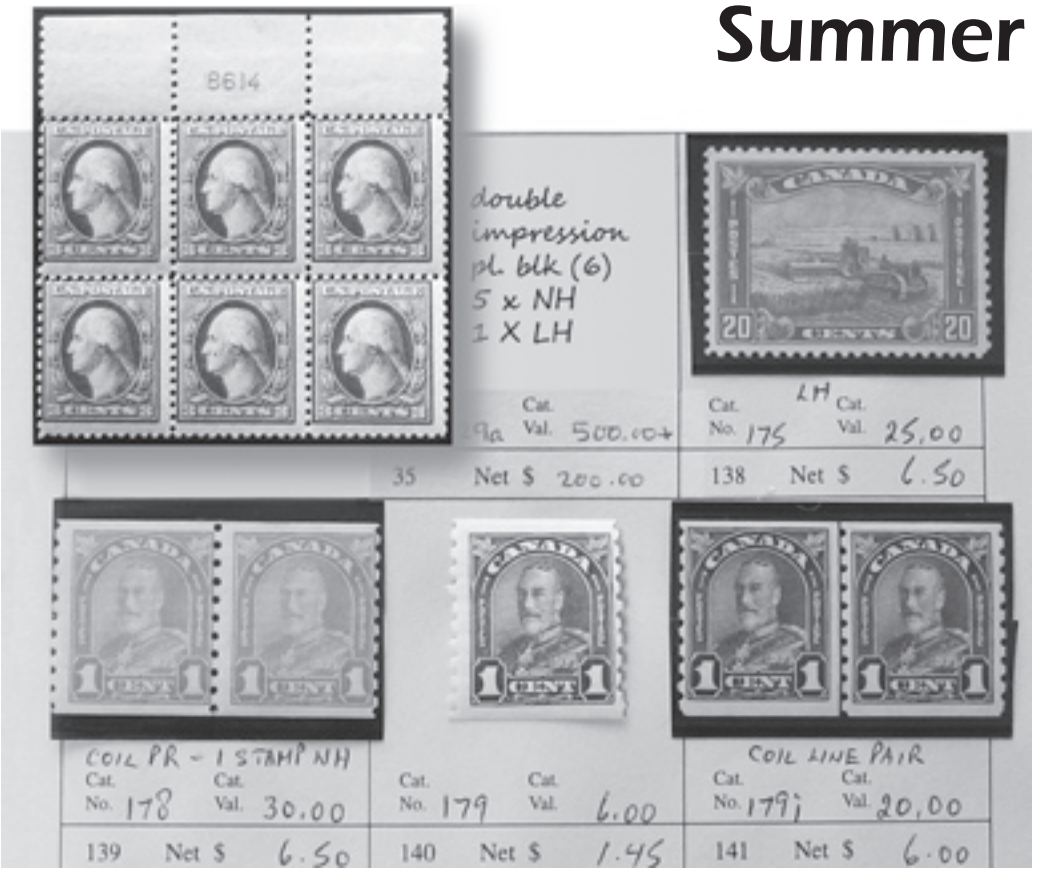

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