VOLUME XVI NUMBER 5
SEPTEMBER - OCTOBER, 1965
WHOLE NUMBER 90

The CANADIAN PHILATELIST

STAMPS WITH A STORY

SWEDEN

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Journal of the
ROYAL PHILATELIC SOCIETY of CANADA

LONDON - PARIS - VIENNA

Sept. 1, 1965

Dear Friends:

WIPA—The 1965 stamp show in Vienna was absolutely wonderful, terrific, tremendous, and any other superlatives one could add. There were many thousands of rarities and fine stamps, beautifully displayed.

It was very pleasant meeting so many friends there. Our hotel, the Intercontinental, was virtually packed with stamp people from all corners of the world. Stamps were being talked, traded, bought and sold, everywhere. One big lot that I purchased was in a hotel room, early in the morning and the deal was completed within 30 minutes—Scott catalogue value over $500,000.00, all mint good material.

So much has already been written about the show, suffice for me to add that it should have been for a longer period of time and all true and tried collectors blessed with the opportunity of attending. I believe there were over 4,000 frames and I would guesstimate the value over $25,000,000.00.

Let's go back to the beginning of my trip. I was accompanied by my Wife, Mother, and Father; and our first stop was London. We arrived on a warm sunny day, which belied the weather of the following two weeks. Among the English stamp dealer fraternity, I have some wonderful friends and they made our visit a memorable one. While my family visited all the marvellous sights of London, and toured the famous towns, castes, and Churches, I was buying stamps. In the evenings we would get together with our friends, who wined and dined us in great style and traded stories of the day's events.

Let me tell you about some of my purchases. The first was for £10 cash from a Luxemburg dealer visiting London. He had bought it only a few minutes before for a larger sum, taken a couple of stamps out and I got the balance for a bargain. Then there was a good 3 volume B. C. collection, cataloguing about $4,000.00. Incidentally I sold a St. Helena Tristan Relief set which is now worth in the neighborhood of $800.00. Then there was a very fine and valuable lot of Newfoundland Imperforates. These are quite rare and I was most happy to get them for our stock. Another item was a sheet of Canada #140, the 2c. on 3c. Admiral, along with 80 copies of the are 2c. green coil #133 mint and genuine. One big lot was a complete dealers stock of over 300,000 sets. Well there was a lot more but at least this will give you some idea what is on the way to Empire.

Paris in the spring is a visitor's heaven and as a result I made myself a First-class tourist. Stamp business was confined to one dealer and one deal and it was good enough to take the rest of the time off.

Within a few days after my return from Europe I had a telephone call from San Francisco that, prompted me to make a hurried flight there to value a dealer's stock. Being so close to Los Angeles I was easily tempted to visit a friend there. After a delicious dinner we went back to his office and I inspected his stock of stamps. One section in over 100 drawers was all neatly marked and in excellent condition. He said he would consider selling this section and much to our mutual surprise, the next day he did, to Empire Stamp Co. I also visited Laguna Beach, California and I think that is where I'll go when I retire. But that's a long way off, in the meantime I'm interested in buying stamps. What have you got for sale?

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The CANADIAN PHILATELIST

Editor:
LOUIS M. LAMOUROUX, F.R.P.S.C.
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President:
DR. G. M. GELDERT, F.R.P.S.C. F.R.P.S.L.
516 Kenwood Avenue
Ottawa 13, Canada

Secretary:
WALTER ANDERSON
Box 3144, Station "C"
Ottawa, Canada

Treasurer:
A. G. McKANNA
248 Markland Drive
Etobicoke, Canada

Director of Sales:
HENRI GAUTHIER
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Deadline for advertising & editorial copy: FIRST OF MONTH preceding publication date.

Opinions expressed in the various articles in this journal are those of the writers, and not necessarily endorsed by the Society.

The Editor Speaks Out . . . .

WE very much regret having to announce that our President, Dr. G. M. Geldert, has had to enter hospital and undergo surgery a couple of times and, all in all, has had a rather rough time of it, but we are very glad indeed to be able to say that he has got over the hump and is well on the way to recovery, although he may have to undergo surgery for a third time.

All our members will join with us and wish him a speedy recovery.

☆ ☆ ☆

Troubles have a knack of never coming singly and we were grieved to hear from Henri Gauthier that Mme Gauthier is also at the Ottawa Civic Hospital and has undergone surgery. At latest news that we have heard, she is slowly improving and we wish her also a speedy recovery. ,

☆ ☆ ☆

Following the slow-down of the staff of the Supplies Dept. of the British Post Office, there has been serious delay in the issue of this year's new stamps. The Churchill and Simon de Montfort stamps have appeared, however, and the G.P.O. announces that the others will be placed on sale as soon as is possible.

☆ ☆ ☆

At the time of writing, the whole country's mails are tied up by the strike of the letter carriers and inside staff and it is hardly possible to mail a letter to anywhere, although we heard this evening that mail to the U.S.A. is being transported from Toronto to Buffalo and Detroit by truck.

This has seriously inconvenienced your editor, but we hope — and think — that this issue of The Canadian Philatelist will be ready on time—and even before. Let us hope that by the time it is ready to be mailed all men will be back at work.

☆ ☆ ☆

Our good friend Watson Yuile, of Montreal, lent us some time ago a bound copy of The Stamp Collector's Magazine, Vol. II, for 1864, just one hundred and one years ago. We have already used one or two rather interesting items from this ancient publication and now we have had set up some "fillers" of some queer bits of information culled therefrom. These will be found from time to time, as required, at the bottom of "short" columns. We ask our readers to recognize such "fillers" as coming from the said magazine from 1864, as they may be somewhat startled now and then by the information given! Remember, this was 101 years ago!

Australian Stamps Go Decimal!

Australia will convert to a decimal system of currency on February 14, 1966. To coincide with this, the Australian Postmaster-General, Mr. Alan Hulme, states that 22 new decimal-currency postage stamps will go on sale next February 14.

There will be a stamp for each cent value between 1 and 10, then one each for 13c., 15c , 20c., 24c., 25c., 30c., 40c., 50c., 75c., $1, $2 and $4.

Eight new designs will be introduced but existing designs will be continued for some stamps where the decimal currency value is the same as the present value.

Sheets of stamps will be in decimals also. All recess-printed stamps will be in sheets of one hundred, ten rows of ten. Photogravure stamps will be in sheets of fifty initially but will later be in sheets of 100.

The new Australian decimal stamp series will be on sale at the Cocos (Keeling) Islands Post Office from C Day until a separate new series for the Territory can be provided. However, because of communication difficulties, stamps for the present Australian Antarctic Territory £. s. d. series will be continued during the 1966 winter season (June-August).

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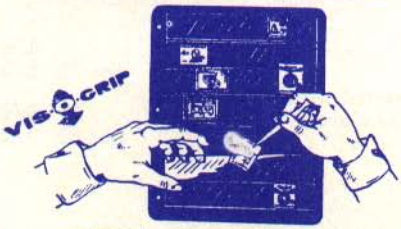

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WIPA — 1965

By W. H. P. MARESCH, RPSC 441,
The Canadian Commissioner

The International Philatelic Exhibition held in Vienna from 4th to 13th June, will go down in the annals of philately as the greatest and finest international show ever held. I can speak with some feeling on the matter, as this was my sixth international show, WIPA 1933 being my first.

Many felt that this was the last of the great shows. The Exhibition Committee had the full support of the entire philatelic fraternity, and especially of the various commissioners, who saw to it that the top collections of the world were exhibited, as unless one obtains the top collections, one can not put up a really first rate show. The Committee also had the support of the Austrian Government, which was willing to pick up the tab should the show not be a financial success. Although the final figures have not been published as yet, there is no question that WIPA 1965 was a financial success, something which few internationals could achieve in the past.

The setting for the show was ideal. The 19th Century material was displayed in the magnificent and historic rooms and halls of the Imperial Palace and the 20th Century in the ample fairgrounds of the Messe Palast, 15 minutes walking distance away. Presenting the exhibits in this manner was an ideal division, which future shows should keep in mind. Collecting interests are now basically divided into these two groups and the viewer could more easily see what he was particularly interested in. International shows are now receiving an increasing number of topicals. In Vienna they had their own halls and their own jury.

The exhibits themselves were simply staggering. On display was the greatest wealth of philatelic rarities that have ever been gathered together in one show. Many philatelists that had not exhibited previously chose Vienna to show their treasures. The knowledgeable philatelist was constantly amazed, not only at the wealth of rarities shown in frame after frame, but also at material which he had not seen previously and of whose existence he was not even aware.

There were just under 5,000 frames from close to 1,250 exhibitors! These may only be figures to most readers, but if the viewer looked at each frame for just one minute, it would have taken him 8 hours daily during the entire duration of the show to see the entire exhibition! Only a few hardy souls even attempted it!

Erecting the 5,000 frames was a herculean task, especially as the Committee only had one week to do it, but hundreds of collectors gave unsparingly of their time and energy. The security arrangements were excellent in every way.

The attendance was more than satisfactory. The Committee not having any means of knowing beforehand what the attendance would be, based themselves on the Van Gogh exhibition which was held in Vienna several years ago and which drew 20,000 people in six weeks. The Committee felt that this figure could be attained during the 10 days of the show. Over 200,000 people passed through the turnstiles and paid their admission. The set of stamps prepared for this exhibition was sold out on the first day of the show and there were long queues daily at the Post Office wickets for the special cancellations available. The Committee prepared 7,000 catalogues of the exhibits (320 pages) and these were sold out at the end of the third day.

The rarities on display made for one of the keenest competitions for awards I have ever seen. The award winners can be extremely proud of their medals. In many cases, the awards would have ranked at least one class higher in any

other international show. There will no doubt be a great deal of discussion in the future regarding the WIPA awards and I must say that many exhibits that deserved medals did not receive them. I sincerely hope that those philatelists who did not receive a gold medal will not be hurt by the Jury's decisions, nor should that be a deterrent in their exhibiting activities. The jury had an extremely large and difficult show to judge and while I do not know the number of gold medals they had at their disposal, I am certain they too must have lamented their scarcity.

The social whirl going on while the show was on is certainly worth mentioning. Wipa was held during the Festivals week and visitors who decided to attend at the last minute had great difficulty in securing suitable accomodation. I obtained hotel reservations for all our Canadian visitors one year in advance and had certain difficulties even then. There were operatic performances, recitals, concerts galore and a Gala performance of La Traviata at the Vienna Opera was entirely reserved for WIPA guests, as was also a special performance of the renowned Lippizaners of the famous Spanish Riding School. Official receptions, by invitation only, were given by the Mayor of Vienna in the Festival Hall of the Rathaus with a buffet supper and a full symphony orchestra to dance by, and also by Dr. Klaus, the Austrian Chancellor and the members of his Government the next day at his residence at the Ballhauplatz.

Our son, age 5 months, was christened at the Church where four generations of Maresch's had been christened and the party in his honour held that evening at one of the charming "Heurigen" in the house that Beethoven once lived, was attended by all the Canadian visitors to WIPA and many philatelic friends from all over the world. There were so many social activities going on that many had several parties to attend the same evening and most people were thankful for the rainy weather which cancelled most of the outdoor activities. The Congress of Vienna which took place exactly 150 years earlier could not have offered one half of the activities going on in Vienna at WIPA 1965.

NOTE FROM THE EDITOR — In addition to the Canadian award winners announced in our last issue, we must add a second award to M. Rasic, of Toronto. Besides the Gold-Silver medal he was awarded for his exhibit of the Classic Issues of Serbia, he was also given a Gold-Silver Medal for his exhibit of the Classic Forerunners of Yugoslavia (Austria, Hungary and Turkey used in Yugoslavia). Two awards at such a show is really something and we heartily congratulate Mr. Rasic on his success.

Book Reviews

PRICED CATALOGUE OF POSTAL STATIONERY OF THE WORLD

This is the first part of a catalogue which, when completed, will no doubt be somewhat bulky.

Section 1, under review, includes the Postal Stationery of all countries from Aden to the Azores and comes in the form of loose leaves, with holes punched for a 3-ring binder. It comprises 30 pages.

The catalogue is edited by Alexander D. Gage and published by Higgins & Gage, Incorporated, 23 No. Santa Anita, Pasadena, California. Price $2.00.

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2. AUCTION SALE

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3. PRIVATE TREATY

There are also some properties, which do not lend themselves to be broken up at auction, and for which at the moment we do not have an immediate buyer. These are best placed in our private treaty sales, where the price of the collection has been agreed to beforehand. Since May of this year we have sold over 20 collections in this manner in excess of $40,000.00.

If your collection is for sale, drop us a line and give us a general outline and leave the rest to us. Selling to us or through us, will be entirely to your satisfaction. May we hear from you?

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628 YONGE ST. TORONTO 5, ONT.

An Outline Of The History Of The Hamilton Post Office

By LLOYD W. SHARPE, RPSC 3557

Hamilton, at times known as Head-of-the-Lakes and Burlington Heights, did not get a post office till 1825. Dundas in the valley to the west of Hamilton got its first post office in 1814. At this time Dundas was the far more important town. It had better shops and roads and was an important lake port. It was often referred to as the second city of Ontario. Second only to Toronto, it was a thriving community.

In 1813 George Hamilton acquired some land near what is now James street and divided it into lots. The infant village of some 150 souls took his name. War with the States was in progress and the new settlement seemed content to let Dundas take the lead.

Not till 1823 when an act of parliament authorized the building of a canal through the beach strip did Hamilton show signs of real growth. Hundreds of workers came to seek employment. Many remained and settled in Hamilton. Now in 1965 Hamilton has a population around 300,000 and Dundas has just reached the 14,000 mark.

Hamilton's first post office was opened in 1825 on Main street near James street. Mr. W. B. Sheldon was appointed postmaster carrying on his business of barbering and dyeing of clothes, as well as postmaster.

The next location of the post office was on James street near Gore Street in 1827. Mr. A. R. Smith became the postmaster.

In the following year it was moved to 50 James north, near Rebecca street. Mr. J. M. Cameron became postmaster

In 1831 Mr. Edmund Ritchie succeeded Mr. Cameron as postmaster. It was during his tenure of office that for the first time the post office was housed in a government-owned building. This handsome building was situated on the east side of James street between Gore and Rebecca streets. Built of Ohio

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101-9 (9)	20.50
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137a	20.25
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162a-75 (14)	8.40
174	4.50
176-86	10.50
186	5.75
194-205 (14)	6.00
" U	7.25
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freestone it was completed and occupied on May 6th 1856. Three stories in height, the ground floor was used for postal business and the upper stories as a residence for the postmaster.

In 1869 Mr. Edmund Ritchie died and was succeeded by his son Frederick Ritchie. He retired in 1874 and was followed by Mr. H. N. Case. During his time in office a handsome new post office was built at the south-west corner of King and John streets. The new building was three years in preparation being ready for occupation on 23rd. October 1886. Mr. Case retired in 1891.

The constant expansion and need for more space by the post office led to rentals in near-by buildings. Finally, on November 24th 1934, the building at King and John streets was abandoned and the post office temporarily moved to the Duffield building at the corner of John and Jackson streets, pending the erection of a new six-storey Federal building on the site of the old post office. The new building was ready for occupancy in September 1936, its present location. It has been enlarged again in recent years on adjacent land.

Postal station B, the first, was opened on Barton street near Sherman Avenue on 10th September 1909. There are now four postal stations and one letter carriers' depot.

The first sub-post office was opened 1st August 1887 at the corner of James and Murray streets in the drug store of A. Vincent. There are now over 40 sub-offices and one fleet mail office. Some 5 district offices on boundaries of the city also are under the control of the postmaster at Hamilton.

It is interesting to note that the population of Hamilton in 1825 was under one thousand. Now in 1965 it is well over a quarter of a million, more than the entire population of Upper Canada (Ontario), in 1825, which was given as 149,941. In 1825 the post office had a staff of one, the postmaster. To-day it has a staff of about 500.

It is also of interest to philatelists that Captain W. R. Ecclestone, who was with the Canadians in South Africa, served with the Hamilton post office. He later became postal inspector at Toronto. He was also in charge of the first MILITIA FIELD POST OFFICE when it was opened in Niagara camp in 1909. This man who served 50 full years in the post office department also took part in another interesting ceremony.

In 1908 rural mail delivery was inaugurated. The first in Canada in 1908 was between Hamilton and Ancaster. The route was laid out by Ecclestone and George Ross. Lt-Col. George Ross, D.S.O. was A.D. of P.S. at Toronto. He also held a high position with the postal services in the first world war The first box on the route was set up by Ecclestone and Assistant-postmaster John A. Webber.

Some other interesting dates, not pertaining to Hamilton alone, if I might digress for a moment. The post office money order system was started in 1855 and the post office savings bank in 1868. Postcards first came into use in 1871 and free letter carrier service was started in 1874. Special delivery was inaugurated

in 1898. Parcel post started in 1914 and the right to insure them came into effect in 1921. C.O.D. was introduced a year later in 1922.

The first airmail flight to Hamilton was from Toronto on 28th. May 1920 under the auspices of the Grand Army of Canada Memorial Fund. A sticker costing one dollar was placed on the letters. The mail arrived from Toronto about 4.00 P.M. and was received by the postmaster Adam Brown and Assistant postmaster John A. Webber at the Eastwood Park where a large crowd had gathered. The mail to Toronto was delivered by the pilot on his return trip.

The first official airmail to Hamilton arrived on Friday the 24th. August 1928. Two sacks of mail were received from the pilot Captain Earl Hand by postmaster John A. Webber. The mail sent out from Hamilton on this occasion numbered 4,360 letters.

Airmail between Hamilton and Detroit and Hamilton and Montreal was established on 15th. July 1929.

A word about the rarity of postmarks. The first type used is shown in Holmes at page #7 type #40 and is quite scarce. Of what you might call the more modern I would say Steven street and Pearl street are the scarcest. James street is more common because the post office was on that street for a considerable length of time. Of the places that have been absorbed by Hamilton I would say Van Wagners Beach and Hamilton Beach are the hardest to get. West Hamilton and Bartonville are easier. There are other postmarks such as the flag cancellation G and the boxed G.T.R. station that are very rare. But I must leave postmarks till a later date and a more detailed study.

The following is a list of the Postmasters at Hamilton and their years in office.

	W. B. Sheldon	1825-1827
	A. B. Smith	1827-1828
	J. M. Cameron	1828-1831
	Edmund Ritchie	1831-1869
	Frederick Ritchie	1869-1874
	H. N. Case	1874-1891
	Adam Brown	1891-1921
	J. A. Webber	1921-1933
	J. C. G. Richter	1923-1936
x	J. B. Corley (Acting)	1936-1937
	W. M. MacLean	1937-1949
	F. L. Curtis	1949-1942
xx	C. D. Stipe	1942-1962
	A. B. Morris	1962-

x Mr. J. B. Corley then director of postal services at Calgary, Alta., assumed the position of acting postmaster until a successor to Mr. Richter was appointed.

xx Mr. C. D. Stipe who retired in 1962, was in that year on August 24th. presented by the Honourable Ellen Fairclough, Postmaster General, with a medallion in recognition of his over 50 years continuous service in the postal service. The occasion marked the 6th. time this presentation has been made in the history of the post office.

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THE MAIL BAG

AN INTERNATIONAL CO-OPERATION YEAR VARIETY

Sir:—In March, I bought a set of Plate Blocks of the International Co-Operation Year from Ottawa. These have a very distinct variety on three of the stamps.

On the U.L. block, stamps 2 and 3, the upper line of the double line crossing the intersection of the two diamonds, due S.W. of the "C" of CANADA, is missing entirely. This also occurs on stamp #11, UR P.B.

I would very much like to hear if more of this variety have been found by collectors.

This isn't much of an article but it's the best I can do now. Also I too would like to congratulate you on the PHILATELIST. It's a dandy.

WILLIAM K. FREE,
Jordan, Ont. RPSC 6118

MANITOBA FLOWER VARIETIES

Sir: — In the last issue, Dr. E. S. Mercantini wrote an interesting article on the 1964 Jet Aircraft stamps.

It seems that the Canadian Bank Note Company has come up with a real jackpot this time for the "pinhole" or "hairline" specialist, with the workmanship on the Manitoba Floral issue.

We sorted a usual "office lot" of 83 used and found the following:

1—52 are near normal.
2—4 have the bloom leaning right on the stem.
3—6 have the bloom lean left on the stem.
4—10 have the stem well into the bloom.
5—3 have a gap between stem and bloom.
6—1 has the right two-thirds of the "V" of the shield missing.
7—6 have sundry gaps in the main frame.
8—1 has an imperfect line between the shaded and flag area of the shield.

A clearer examination of the mint stock on hand reveals that plate block position LL has all stems well into the bloom; UR has many imperfect main frames and one stamp has a "runny" shield, as if some of the ink had run at the point. The other two positions appear "near normal".

We have not had the opportunity to examine whole sheets to find where the other varieties are found. It would be interesting to know what the ultimate possibilities of this stamp are. Possibly more varieties will be discovered by others.

Although the summer has been slow in coming, one seems to yearn for those long winter nights already. You see, we have another "office lot" of the above tucked away and have promised, until October, not to . . .

And thanks for our tremendous magazine!

NILS V. LINHOLM,
London, Ont. RPSC 8128

(Continued on page 221)

Short issue, obsolete 1962 Q.E. 'G'
CANADA O H M S OFFICIALS
New major var. Type C "Flying 'G'
After supplying 2200 sets of the 1962 Q.E. 'G' to my clients, and realising their scarcity, I wrote 32 sources of possible supply. Only two lots could be secured, at prices twice my price.
Compare number of these issued for use:

1954 Q.E. 'G'		1962 Q E. 'G'	
1c.	19,200,000	1c.	149,000
2c.	22,000,000	2c.	867,100
4c.	31,000,000	4c.	2,100,000
5c.	57,600,000	5c.	2,120,000

On discontinuance, December 31, 1963, many stamps returned from Govt. offices, were destroyed. Many dealers failed to ret stocks of these while available.
I offer No. 046-49
MINT singles .80c. blocks $2.00
USED singles $2.00 blocks $6.00
The new major variety Type C. 'Flying G'

	MINT	USED
No. 039a 10c. Eskimo	$1.00	.50c.
No. 045a 20c. Paper	$5.00	3.00
No. 038a 50c. Textile	$2.50	2.00

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Canada OHMS Officials "On Cover"

By ROY WRIGLEY, RPSC 8330

On July 1, 1935 the Canada Post Office perforated OHMS on stamps used by Government Departments, commencing with the 1912 K.G.V. Admirals, and carried through to September 1949 when the stamps were perforated OHMS. One year later, the overprint was changed to 'G'. On December 31, 1963 the use of these special stamps was discontinued, and mail from Government Departments was carried without the use of stamps. Registered, or Special Delivery letters were noted as such, and recorded at the registry desk. Letters could be sent Air Mail by attaching such a sticker. If a letter was insufficiently prepaid, Postage Due stamps were affixed, and the receiving Department paid in cash to the P.O. Department, double the deficiency. These Canada Official stamps prepaid mail to any point in the Universal Postal Union. As legitimate Government postal issues, the Perforated, as well as the Overprinted OHMS should be listed in any representative Stamp Catalog. They merit the respect given them by many collectors, as they were issued for use — not for speculators who offer limitless numbers of 'black spots', and so are degrading Philately.

Over the period 1935 to 1963 through the use of these specially marked OHMS and 'G' stamps, the Post Office Department was able to assess the amount of postage used by the various Departments. On January 1, 1964 the Post Office entered into agreement with the various Departments, and Agencies, for prepayment of their mail, on a bulk rate, and was thus able to dispense with the use of these special stamps. Each Department thus is invoiced for an amount equal to the prior year's postage.

This simple, and efficient move, effected a vast saving to the Post Office. The cost of paper stock, and gum, for the printing of, and then the overprinting of 20,565,000 Official stamps in one year, the accounting, and distribution, and newly installed postage meters, are all eliminated.

It might be noted here, that along about 1959, when the Post Office installed meters in all major post offices, eliminating the use of many stamps for ordinary mail, the larger Government Departments were also supplied with meters, which materially reduced the number used, and in particular the higher denominations.

A further economy was effected through introduction of a standard envelope in place of each Department having separate printings. The use of stamps is now replaced with an envelope carrying: "Postes CANADA Post, On Her Majesty's Service — Service de Sa Majesté" and in upper corner "CANADA Postage Paid — Port Payé".

However, Stampless Covers have been in use for many years, where the name of the Department, or printed signature of a Departmental head appears, together with the regular Ottawa cancellation, with FREE or "FREE CANADA FRANCO" on bars, or waves. The writer has examples of these as far back as June 21, 1940. There is also the franking "House of Commons — Chambre des Communes, Free CANADA Franco" and carrying the signature of the Minister. A further cancel used, for a limited time, was "OTTAWA 20 IV '54 ONTARIO — OHMS — SSM".

As previously noted, Canadian stamps used in Government Departments were from July 1, 1935 perforated OHMS., and later, as volume increased, they were overprinted OHMS and 'G'. These stamps were not then collected generally, as their numbers were limited, and 'they had holes in them'. They embraced the 1912 KGV Admirals through to the 1962-3 Q.E. 'G', which were recalled, after a few months use.

Aside from the fact that the number

of OHMS that were used is small, compared with the regular stamps, it was also more difficult to secure used copies from Government offices, and particularly so 'on cover'. In 12 years specializing in this group, I have acquired only two lots that were collected by former Government officials. Recently however, I made an interesting 'find' in the estate of a deceased senior official who fortunately retained the majority of his stamps on their envelope. These embrace items as far back as the 1930 KGV Maple Leaf issue, and ranging through the 1937 KGVI, 1942 War, and Air Mails. All of these are interesting items, particularly in regard to the imprints of emergency War Departments, the War Slogan cancellations, the "Save Paper and Envelopes", and "Blackout" Cancellations.

During World War II many cancels carried slogans: Enlist Now! Buy Victory Bonds, Save Bags and Paper,

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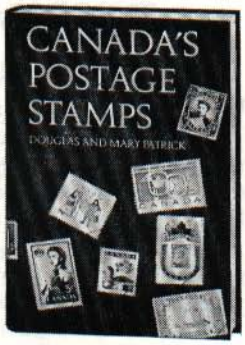
In line with its appeal to citizens to save, the Government issued orders that all envelopes be slitted at the top, and supplied each Department with labels to permit the envelopes to be used time and again. The label read "Use your envelopes over again. Save Paper! Save Shipping!! To open slit along dotted lines, so the envelope can be used again. OHMS. From . . . To . . . ." An instance of this is an envelope from the Oil Controller for Canada, 15 King St. W., Toronto, Ont. Department of Munitions and Supply, under a 4¢ 1942 War issue, perforated 4 Holes, with a slogan cancellation, addressed to Prince Rupert, B.C. The envelope is slitted at the top, and the "Save Paper" label addressed from the Indian Office, Prince Rupert, to Major D. M. Mackay, Indian Commissioner for B. C., Box 76, Vancouver, B.C. Over the original 4¢ 1942 War issue stamp postmarked Toronto, Ont., was affixed two 1942 2¢ brown War issue, perforated 4 Holes. What makes "Blackout" cancellation, dated "18-Jul this a remarkable piece is the Type V 21 - 44" the name of the Port being omitted, as Prince Rupert was one of the six seaports in Canada the Post Office blacked out, to guard against enemy interception of mail. German subs entered the St. Lawrence, and were off Halifax, and a Japanese sub shelled Carmanah light, near Victoria.

While Canada OHMS Officials "On Cover" are of marked interest, the "Save Paper and Envelopes" and the "Blackout" cancels have particular historic interest.

The writer, at 2288 Bellevue Ave., West Vancouver, B. C. would be pleased to hear from others interested in this group of Canadian Philately, and in turn will send a "write-up" fully describing the OHMS on request. He has recently published a Catalogue, at $2.00, and Album at $3.00.



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MAIL BAG ..... from page 218

INTERESTING CANADA VARIETY

Sir:—I thought you might be interested to publish a picture of the enclosed Canadian variety, recently discovered.

The top right hand stamp has the background completely omitted, owing to the paper fold, and I would expect this item to be catalogued in due course.

It is similar to New Zealand S.G. 744A.

A. M. LEVERTON,
London, England. RPSC 8027

POSTAGE STAMPS OF TRISTAN DA CUNHA

Tristan da Cunha is the desert island **par excellence.** True, it has no palm trees, but few places in the world conjure up the romantic remoteness of this lonely place. About 1,300 miles south of St. Helena, 1,800 miles east of Uruguay and 1,500 miles west of Cape of Good Hope and north-east of South Georgia respectively, Tristan da Cunha is farther from the next inhabited land than any other island in the world.

Roughly 30 square miles in area it is in fact the top of a symmetrical volcanic cone rising from the bed of the South Atlantic to a height of 18,000 feet of which a mere 6,760 feet are above sea level. Cliffs ranging from 1,000 to 2,000 feet surround the island except in the northwestern sector where an irregular, flat plain on a shelf 200 feet up has been scooped out of the side of the cone. On this small ledge, four and a half mile wide live the present population of 270 in the township called Edinburgh Settlement.

This lonely speck in the ocean can boast of few natural resources. Some arable crops, principally potatoes, are cultivated for the islanders' needs. The only tree which grows on Tristan is the "Island Tree", a kind of buckthorn (**Phylica nitida**) which has the merit of burning brightly even when green. The indigenous fauna consists of three birds, a finch, a brown thrush and the "Island Hen", not unlike an English moorhen. The sea around the island, however, is more provident. Great belts of kelp (**Macrocystis**) round the shores reduce the ocean swell and facilitate boat handling in spite of the lack of a proper harbour or anchorage. Since World War II the Tristan crawfish or spiney lobster with which the coastal waters abound has brought a measure of industry and prosperity to the island. The Tristan Exploration Company of Cape Town has maintained a canning factory there since 1949 and, just as important, has ensured regular contact between Tristan and the outside world by means of its ships, the **Frances Repetto** and the **Tristanian.**

The island derives its name from the Portuguese admiral, Tristao da Cunha, who set out from Lisbon with a fleet of fourteen ships in March 1506 to explore the west coast of Africa. On the voyage from Santa Cruz in Brazil to the Cape of Good Hope he sighted the strange cone-shaped island but a storm arising he was unable to examine it closely. From the **Imago Mundi** of 1509 onwards, all maps of the South Atlantic have marked Tristan's island The Dutch first sighted it almost a century later, in 1601, and an expedition of the Dutch East India Company tried to land there in 1628 without success. On the 7th February 1643 the **Heemstede** commanded by Claes Gerritsz Bierenbroodspot, anchored off Tristan and a landing was effected. Thirteen years elapsed before the island was again visited by the Dutch but in the years 1656-69 several ships called in at Tristan for water.

In 1684 the British East India Company began to take an interest in Tristan and instructed three of its shipmasters to explore it. The instructions, dated the 4th April 1684, contain this interesting clause: "If you like any of the Islands (i.e. Tristan and its dependencies) for the purpose aforesaid (to establish a victualling station), leave

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held from 22nd - 25th June, 1965:

	Price realized
GERMAN EAST AFRICA	
1 rupee, with watermark	Can. $ 5,800.
PRUSSIA	
4 pf. green (Michel No. 9) block of 12	Can. $ 6,600.
SAXONY	
3 pf. red, pair on cover	Can. $ 3,500.
GREAT BRITAIN	
1d black, unused block of 18	Can. $10,500.
First Day Cover 1d black	Can. $ 1,600.
GREAT BRITAIN	
2d blue, unused block of 4	Can. $ 7,700.
MAURITIUS	
2d blue, error "PENOL"	Can. $ 3,200.
URUGUAY Collection	Can. $ 5,250.
All prices obtained in this auction were well over average. For collections only, turnover was appr.	Can. $200,000.

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upon the Island two sows and one boar pig if you can spare them; leave likewise a letter enclosed in a glass bottle fixed upon a stanchion fastened in the ground in some conspicuous place on the East side of the Islands you think fittest for our purpose, that any of our Commanders touching there after you may know your opinion and have the benefit of your observations." It is idle to speculate on the usefulness of this novel means of posting a letter for attempts by East Indiamen to land on Tristan were abortive.

For almost a century again interest in Tristan waned but in 1775 it was claimed for the Austrian Empire by Guillaume Bolts and renamed Ile de Brabant. The company which was founded to promote this colony crashed, however, and nothing came of the scheme to turn the island into a far flung dependency of the Habsburg dominions.

Three hundred years after Tristao da Cunha, an American adventurer, Jonathan Lambert, occupied the island and annexed its dependencies to his "empire" which he named the Isles of Refreshment. He was joined by two others, a man named Williams and an Anglo-Italian Thomasso Currie. What became of this strange colony is shrouded in mystery; when a military detachment from St. Helena was landed at Tristan in 1816 Currie alone survived and he died within the year.

It is popularly believed that Tristan was occupied as a safeguard against any attempts to procure the escape of Napoleon from St. Helena. In fact correspondence between the Colonial Secretary, Lord Bathurst, and the Governor of Cape Colony, Lord Charles Somerset, prior to Napoleon's incarceration, reveals that a garrison for Tristan was being considered for logistical rather than strategic reasons.

On the 14th August 1816 a detachment of eighteen seamen of the 2nd Light Dragoons, under the command of Capt. A. J. Cloete, disembarked from H.M.S. **Falmouth** and established Somerset Camp where the present Settlement is now situated. In spite of enthusiastic reports from Capt. Cloete and his successor, Lieut. Aitchison, R.A. it was decided that the expense of maintaining the garrison outweighed its advantages and Tristan's ephemeral population of seventy souls was evacuated by H.M.S. **Eurydice** in November 1817.

Corporal William Glass a native of Kelso, serving in the Royal Artillery, with his wife and two children, elected to remain on the island and he was shortly joined by two discharged seamen. Though the latter subsequently returned to civilisation the island's population was augmented by shipwrecked or marooned sailors, American and Dutch as well as British, and a party of Creole women from St. Helena in 1829. To this day the names Glass, Swain, Hagan, Rogers and Green perpetuate the memory of these early settlers. The other surnames on the island, Lavarello and Repetto, are of more recent vintage, from two Genoese seamen shipwrecked on Tristan in 1893.

Governor Glass, as he was known, ruled Tristan till his death in 1853 and was succeeded by the Dutchman, Peter Green, who lived till the venerable old age of 102. Since 1933 an Island Council has been elected and a chief appointed. Mr. Willis Repetto, M.B.E. has held this office for the past thirty-one years.

The Society for the Propagation of the Gospel, more than any other body, governmental or otherwise, has looked after the needs of the islanders in the past. From 1851 till 1951 it was solely responsible for the missionaries who also served as schoolmaster, doctor, magistrate and unofficial postmaster, until the Colonial Office appointed an Administrator in the latter year.

Contact with the outside world has varied over the years but was never frequent. In the mid-nineteenth century New England whalers called at Tristan — it is recorded that fourteen different whalers visited it in 1851 alone —and such mail as there was for the island was sent via New Bedford, Connecticut. Later, however, with the disappearance of the whales from Tristan's waters the whalers ceased to visit the

CANADA:
THE 20c. FLYING G

What is the situation? The past 9 months has brought out into the open all that are ever likely to be found, barring the occasional copy in the hands of some lucky collector who still doesn't know the difference. The few dealers who have any are carefully doling out their copies as there is the certain realization that once sold there are absolutely no replacements except at very high ever increasing prices.

We are satisfied this is the rarest regular Canada variety issued in the 20th century. It is hoped all the catalogues will not fall into the trap of listing the 10c., 20c. and 50c. Flying G as a minor variety of the old Type B, for any Canadian stamp that is printed in full post office sheets of 200 or 400 stamps is NOT a minor variety to say the least. By the way our offer of $100.00 reward for merely a look at the complete pane of 50 of the 20c. Flying G has never been taken up as yet. It is still open. Doesn't anyone want $100.00?

There ARE minor varieties in the Flying G overprint. There is the beautifully named "High Flying" G in the 20c. value. It is 20 times scarcer than normal. There is also the "Blunt" G, also on the same value but a thunderous 200 times scarcer than normal. And that is all. 800 "G" characters were used to overprint the 10c., 20c. and 50c. Flying G and these were the only minor varieties that happened (and only on the 20c. value) which is very good going for Canadian printers.

As a summer special we offer one fine single mint copy of the 20c. Flying G for $3.00. If you want another one the price is $7.50 which is still a mighty good bargain (a block of 4 is $30.00). Or you can have all 3 Flying G stamps plus the corresponding 3 Type B varieties all for $6.00 (a second set costs $10.00 while 6 blocks of 4 are at $40.00).

While at it, send in $5.00 for the brand new editions of the Canada Basic Catalog and the Canada Plate Block Catalog. Both invaluable to anyone even remotely interested in Canadian stamps.

Please note any orders received during August will not be filled until September.

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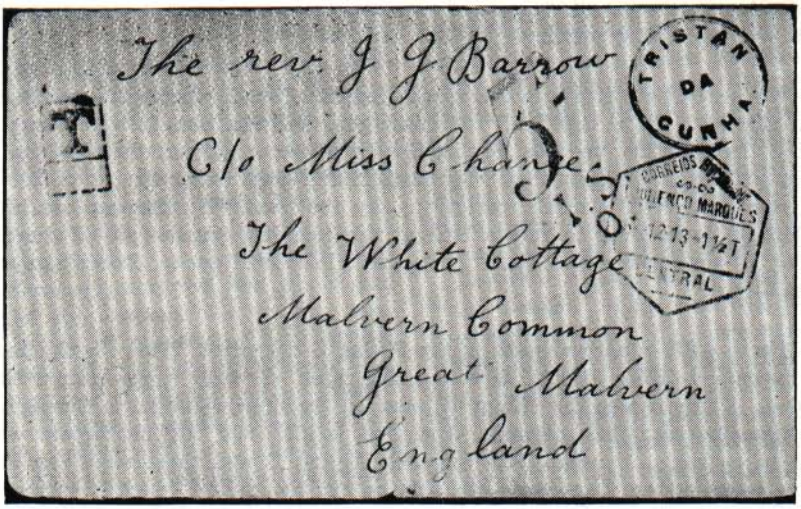
island. For a time the island provided a convenient port of call to clippers bound from England for the Far East and Australia but the opening of the Suez Canal in 1869 meant the end of the long Atlantic voyage. A landmark in Tristan's history was the visit in 1867 of H.M.S. **Galatea**,.. commanded by H.R.H. Prince Alfred, Duke of Edinburgh, after whom the Settlement was subsequently named.

Following a boating disaster in November 1885, when fifteen islanders were drowned, the Admiralty arranged for a



man-of-war from the Cape Station to visit Tristan annually. This continued till 1904 when, in the interests of economy, the practice was discontinued. From then until 1919 Tristan relied on the chance visits of yachts and tramp steamers for contact with the outside world. After World War I, however, the Admiralty relented and agreed to send a warship to the island every four years.

Commencing with the visit of H.M.S. **Challenger** in 1873, numerous scientific expeditions have also been made to Tristan and Gough Island, its tiny dependency, 250 miles farther south. The Shackleton-Rowett Expedition of 1922 was to have used British stamps overprinted "Tristan da Cunha" in a rectangular frame, but on account of the death of Sir Ernest Shackleton the expedition was abandoned and the stamps, though prepared for issue, were never postally used. Some mail was taken from the island by this Expedition and received the single ring date-stamp inscribed "S-R EXPEDITION SOUTH ATLANTIC 1921" on the 25th May 1922.

During World War II Tristan was enveloped in a fog of official secrecy, being at first designated "Job 9" and subsequently H.M.S. **Atlantic Isle.** The presence of naval and air force personnel manning a meteorological station introduced a measure of prosperity and sophistication previously unknown on Tristan. Following the war the Tristan Exploration Company was formed to exploit the island's only natural resource, the crawfish. South African money now circulated on Tristan and in the immediate postwar years the island came increasingly under South African economic influence. In January 1938 Tristan da Cunha, together with the uninhabited Inaccessible, Nightingale and Gough Islands, became a dependency of St. Helena. To re-emphasize British sovereignty over the island the Colonial Office appointed an Administrator in 1951 and for political rather than postal reasons a post office, using St. Helena stamps overprinted, was established in February 1952.

Although Tristan did not acquire its own post office and postage stamps till twelve years ago, it has an interesting postal history nonetheless. Apart from letters by Capt. Cloete and Lieut. Aitchison written from Somerset Camp in 1816-17 (now in Cape Province archives) there is scant evidence of postal communication with Tristan in the nineteenth century. The islanders were for the most part illiterate, the population was small (averaging seventy-five) and as a close-knit community they had little motive for letter-writing. The earliest letters recorded from the colony established by William Glass are those written by the first missionary, the Rev. W. F. Taylor, in 1852-7 and now in the archives of the Society for the Propagation of the Gospel. These were carried by whalers and schooners to New England and Cape Town respectively but unfortunately their covers have not been preserved.

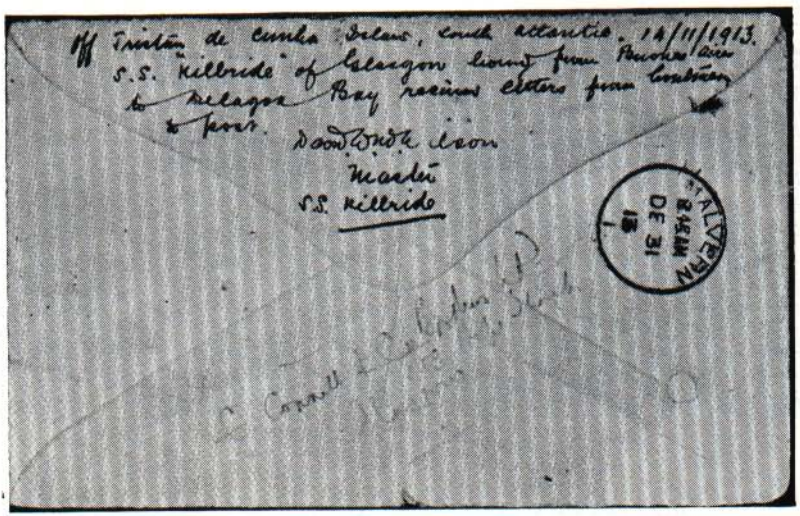
The islanders had neither money nor stamps so letters from Tristan were despatched unstamped. As mail from the island in the first decade of this century was invariably landed at Lourenco Marques in Portuguese East Africa the recipient had to pay double postage at the foreign letter rate of 2½d. per half ounce. This continued till 1914 when the General Post Office decided that letters from Tristan should only be surcharged at double the South African Letter rate of 1d., irrespective of the port at which such letters had been landed.

After World War I it was customary in the London Foreign Section of the Post Office to surcharge unstamped letters from Tristan at the **single** British inland letter rate of 1½d. and this was regularized in 1924. A Foreign Mails Circular of 1928 intimated that unpaid letters from Tristan were to be surcharged at the single British Imperial rate (1½d.) and letters bearing British stamps of this value were to be delivered free.

Between 1910 and 1916 no mail was despatched to Tristan, and some idea of the small amount of correspondence may be gathered from the pathetic bundle sent after an interval of five years—thirty letters, twenty circulars and five postcards—for a population which now exceeded one hundred. The next despatch occurred when H.M.S. **Yarmouth** visited Tristan in 1919 and on that occasion an islander wrote to the Postmaster General, "All the people are most thankful to you for the trouble you have taken in forwarding the mail to our island. My wife is sending you a pair of socks that she has spinned and knitted herself."

In the report by the chaplain of H.M.S. **Yarmouth** there occurs the first official reference to the "circular postmark" stamped on outgoing letters. This was a small **cachet d'origin** with no franking validity, applied in violet ink as an identifying mark. It was introduced by Captan Keytel of the schooner **Greyhound** in 1908 and the earliest example recorded is on a letter carried

from Tristan by the whaler **Canton** in December 1908. It was superseded in 1919 by a larger, more official-looking stamp, inscribed TRISTAN DA CUNHA —SOUTH ATLANTIC which was furnished by Mr. Percy Creagh of Dawlish, Devon, who for many years took a keen interest in the islanders' welfare. A third type, in use concurrently with Type II, was introduced by Mr. Douglas



Gane in 1921 and this gentleman was responsible for several of the other postmarks and novelties used in the years before World War II.

It is commonly believed that the first demand for distinctive postage stamps for Tristan was made in 1946. As early as August 1921, however, Gane proposed to the Colonial Office that an issue of Tristan stamps would raise money from sales to collectors. The Colonial Secretary, Winston Churchill, viewed the proposal favourably and felt that "any resulting revenue could be very usefully spent to the advantage of the islanders". The Post Office replied that it was opposed to the issue of postage stamps for the purpose of "raising money from stamp-collectors" and the proposal was consequently turned down.

On several subsequent occasions Gane repeated his proposal. In 1925 he endorsed a suggestion by M. René Puoux in **Le Temps** for souvenir postcards, franked with 1d. St. Helena stamps overprinted and postmarked at Tristan, to be sold to collectors for 2/6d. The Colonial Office considered this highly impracticable. Three years later Gane urged the issue of distinctive stamps once more: "I can conceive of nothing more calculated to serve by way of building Tristan into the Imperial system than conferring upon it the distinction of a postage stamp, and I found my appeal for one on this, the highest consideration."

When this was rejected he sent a stock of British stamps to Tristan and informed the Post Office that he thought the islanders were at liberty to overprint them with the name of the island if they desired. There is some evidence to suggest that the missionary, the Rev. A. C. Pooley, did overprint some stamps by type-writing in 1929 but this offence was short-lived. Gane next produced a small two-line die, inscribed TRISTAN/ DA CUNHA in 1931 and sent it to Tristan in the hope that Pooley's successor, the Rev. R. A. G. Partridge, would overprint stamps but the only examples of this die on envelopes show it struck below the adhesives, similar to the South Georgia "underprints" of 1909.

The next suggestion for Tristanian stamps arose in 1928 when a retired Army officer, who intended sailing on

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the world cruise of the **Viceroy of India**, calling at Tristan the following January, strongly urged the Post Office to issue distinctive stamps for the island and wrote, "It seems a pity that because of lack of enterprise this most 'out of the world' British colony should not have stamps of its own". The Post Office, however, still felt that the present arrangements adequately met the islanders' own requirements, so the request was turned down. Not satisfied with this rebuttal he then wrote to the Colonial Secretary, "I do hope that the suggestion will be favourably considered, and that the official attitude—that because this has never been done before it should not be done now — will not be adopted". Nevertheless, this attitude was adopted and Tristan remained stampless.

During World War II even the distinction of the **cachet d'origin** disappeared from Tristan mail. The only marks were the POST OFFICE MARITIME MAIL cancellation and the familiar "tombstone" Naval Censor mark, which can only be identified on covers from the island by the initials of Drs. Woolley and Corfield who successively commanded the naval garrison from 1942 till 1945.

Within months of the end of the war the question of stamps for Tristan was mooted once more. A petition was drawn up on the 10th April 1946 by the missionary, the Rev. A. E. Handley, on behalf of the Island Council and addressed to the Postmaster General of the Union of South Africa. It proposed among other things the formation of a Cape Town Tristan da Cunha Trustee Fund which would administer the revenues which would undeniably accrue from the sale of Tristan stamps. Essays based on photographs of Tristan scenery were submitted, inscribed in sterling and "local value"—potatoes (4 potatoes =1 penny).

The petition was forwarded in due course to the Colonial Office which rejected it since "the amount of genuine mail despatched from the Island is not sufficient to warrant the preparation of a separate stamp issue." The sponsors of the stamp went so far as to have sheets of the four potatoes value printed by Horters of Johannesburg as an example of the desired stamps. This stamp was printed in sheets of 35 in

Post Office red and depicted a Rockhopper Penguin against a view of Tristan.

Nevertheless, political circumstances eventually did warrant the preparation of such an issue five years later. In **An Ordinance to amend the Tristan da Cunha Ordinances (Application) Ordinance, 1949,** drawn up by the Governor of St. Helena in August 1951, Section 5 (Postage Stamps) decreed that St. Helena stamps overprinted "Tristan da Cunha" would become valid there. These were released on the 1st February 1952 and comprised all values of the St. Helena definitive series from ½d. to 10/-. The only major error recorded for this issue is the 1d. with the overprint inverted, of which only a single specimen has so far been discovered.

On the 2nd June 1953 a 3d. stamp in the standard design used by the colonial territories was issued at Tristan to commemorate the Coronation of H.M. the Queen. Tristan's first truly distinctive stamps appeared on the 2nd January of the following year. The 14 values, ranging from ½d. to 10/-, were based on photographs by Mr. H. F. I. Elliott, the Administrator, and suggestions by Allan B. Crawford, F.R.G.S., and recess printed in two colours by De La Rue & Co. on Script CA watermarked paper.

Two stamps—½d. (crawfish) and 2d. (the canning factory on Big Beach)—

acknowledged the source of the island's affluence. The Tristan way of life was represented on the 1d. (carting "tissock" for thatching), 3d. (boating), 5 d. (potato patches), 10/- (spinning), and 1/- (the Church of St. Mary the Virgin). Wild life was exemplified by the Rockhopper Penguin (known to the islanders as "pinnamin") on the 1½d. and the Mollymauk gull and the Flightless Rail on the 2½d. and 5/- respectively. The scenery of the island and its dependencies was represented by four stamps: Tristan itself (4d.), Inaccessible (6d.), Nightingale (9d.) and Gough (2/6d.).

In accordance with present policy a new definitive issue for Tristan was prepared six years later. Fourteen stamps in the same denominations as before were issued on the 1st February 1960 and featured the marine life round Tristan's shores. The subjects depicted ranged from the crawfish (3d.), foundation of the island's prosperity, to the Right Whale (10/-) on which Tristan's economy was formerly based. These stamps were recess printed in two colours by Waterlow & Sons on Script CA watermarked paper as before. With the decimalisation of South African currency the following year the Tristan stamps had to be redesigned with the values expressed in rands and cents instead of shillings and pence. The decimal series went on sale on the 1st April 1961.

Postage Due labels, in denominations of 1d., 2d., 3d., 4d. and 5d. were surface printed by De La Rue in 1957 in the standard numeral type. One stamp in every sheet (number 33) shows a break in the inner circle above the P of POSTAGE while all the stamps in the fifth vertical row (except number 59) of the 4d. value have a mal-formed "d". In 1961 it was decided to replace this series with four denominations in decimal currency. A consignment was in fact on its way to Tristan by sea when the events of that October overtook the island. The volcano which had lain dormant since the island has been known to history suddenly erupted on the 9th October and made evacuation imperative. The post office was closed on the 11th,

CANADA

19TH CENTURY PROOFS

1851

6d. Single. Vertically overprinted 'SPECIMEN' in carmine **$30**
6d Block of four on India Paper. Vertically overprinted 'SPECIMEN' in carmine **$120**
6d. Block of four on India Paper, mounted on card. Vertically overprinted 'SPECIMEN' in carmine **$120**
6d. Single. Vertically overprinted 'SPECIMEN' in green **$30**
6d. Single. Vertically overprinted 'SPECIMEN' in yellow **$30**

1855

10d. Block of four. Vertically overprinted 'SPECIMEN' in carmine **$105**

1857

½d. Strip of three on India Paper. Vertically overprinted 'SPECIMEN' in green and showing marginal imprint at bottom **$90**

1859

10c. Block of four in purple-brown on India Paper. **(Illustrated)** **$120**
10c. Single in black on thin wove paper. **(Illustrated)** **$240**
10c. Single in purple-brown on wove paper **$90**

1870/88

5c. Pair on soft card **$21**

1897/8

3c. Single in unadopted colour on coloured paper mounted on sunken card **$75**

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the last day on which stamps of the decimal series may be found postmarked. The Postage Due labels were ultimately returned to London without having served any postal function. The islanders were taken to Cape Town on the Dutch liner **Tjisdane.** The wheel came full circle with the issue of Tristanian stamps in St. Helena, overprinted for use in that island and sold at a premium for the Tristan Relief Fund. They were withdrawn after seven days and only 434 sets are now in existence.

Although the islanders were resettled in England hopes of return to their homes were never abandoned. Scientific expeditions and naval working parties visited Tristan on several occasions during the ensuing eighteen months and the cachets and paquebot markings which embellished their mail from the island are not without considerable philatelic interest. These include the rubber stamps used by the Royal Society's Expedition of January 1962 and the Resettlement Survey of the following September which prepared for the return of the Tristanians.

On the 9th April 1963 a party of fifty-one islanders, accompanied by a new Administrator, disembarked from S.S. **Boissevain** at Tristan and the island's post office was subsequently re-opened. As in 1952, the St. Helena definitive series (except the £1 value were overprinted—this time with the inscription "TRISTAN DA CUNHA RESETTLEMENT 1963". The first day of issue was the 12th April 1963. One major variety has so far been recorded—the 5/- value with the watermark inverted.

Since then Tristan has participated in two omnibus issues, for the Freedom from Hunger campaign and the Centenary of the Red Cross. Because of the difficulties of communication with such an isolated spot both omnibus issues were released at Tristan some time after the date adopted by most of the other issuing territories. A 1/6 carmine publicising the Freedom from Hunger campaign was put on sale at Tristan in 1963 and 3d and 1/6 Red Cross Centenary stamps were released in 1964.

(Courtesy CROWN AGENTS' STAMP BULLETIN)

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Secretary : Charles Morshead
1541 Le Marchant St.
Halifax

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SOCONY MOBIL OIL BOARDROOM
at 8.00 p.m.
President: E. C. Godfrey, Phone CR 7-3514
Treasurer: Mr. H. N. Bennett, Phone CH 3-0671
Secretary: J. M. Devlin, Phone CH 4-0320

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Secretary: E. J. Christensen Box 399
EDMONTON ALBERTA

LA SOCIETE PHILATELIQUE DE QUEBEC

(CHAPTER No. 40)

Meets in the Library of L'Institut Canadien de Québec 40 Saint-Stanislas St., Québec
First & Third
Wednesdays of the month at 8.00 p.m.

LONDON PHILATELIC SOCIETY

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Meets alternate Tuesdays from Sept. 22 to Dec. 15 incl. and Jan. 5 to May 18 at the
SHUTE INSTITUE
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Established 1935
ANAVIC HOTEL - 2080 DUFFERIN ST.
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VISITORS WELCOME

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Every Thursday
at 8 p.m.
Juniors at 7 p.m.
Except during the summer months

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(RPSC Chapter No. 33)
Meets Second Tuesday and Last Friday of each month in
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334 Lillian St., Port Arthur, Ont.

● SPECIAL LOW RATES FOR LISTING CHAPTER MEETINGS ●

CHAPTER MEETINGS

OTTAWA PHILATELIC SOCIETY

MEET 8.00 P.M.
THURSDAYS
CHATEAU LAURIER
Secretary:
COLIN H. BAYLEY
400 Friel St., Ottawa
VISITORS WELCOME

NORTH TORONTO STAMP CLUB

CHAPTER 5 OF THE ROYAL
Meetings at 7.30 p.m. on
SECOND and FOURTH THURSDAYS
(except in July and August)
— at —
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33 Melrose Avenue
VISITORS WELCOME

SARNIA STAMP CLUB

LIFE CHAPTER No. 2
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September to June
Y.M.C.A. - MITTON STREET
L .C. Greenop - President
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Coming Events

OCTOBER 23—QUINTE STAMP CLUB 8th Annual Exhibition, Kiwanis Centre, Belleville, with Auction, etc. Exhibition chairman: R. Olesen, 15 Woodland Acres, Belleville, Ont.

OCTOBER 28/29/30—EAST TORONTO S.C. 27th Annual Exhibition at **Thorncliffe Mall.** Special Cachet with special postmark, at 25c. per cover. Information from Ex. Chairman, R. Reakes, 188 Woodmount Ave. Toronto 6.

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President: GEORGE GRANT
Secretary: MRS. J. H. TURNER,
29 Cambridge
VISITORS WELCOME

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(CHAPTER 41, RPSC)
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NOVEMBER 6 — LONDON PHILATELIC SOCIETY, Annual Exhibition and Bourse, at Cronyn Hall, St. Paul's Cathedral.

ORAPEX 1965 A GOOD SHOW

The ORAPEX 1965 show was held at the Ottawa Civil Service Recreational Centre on the 1st and 2nd May last and was quite a success. The RA S.C. was the host club and the Ottawa P.S. and the following Ottawa valley stamp clubs participated therein: St. Lawrence International S.C. (Cornwall & Massena, N.Y.), Brockville-Prescott S.C., Kingston S.C. and Quinte S.C. (Belleville).

The Exhibition was opened by Alderman Don Kay. Also present were Dr. Geldert, President of the RPSC, Mr. Oscar Landry, President of the Ottawa Civil Service R.A. and Mr. William Ayre, Head of the Philatelic Branch of the P.O.D.

The Exhibition comprised about 100 frames, together with displays from the Canada and U.S. P.O.D. The following firsts were awarded by the judges, Colin Bayley and Peter Stursberg, of Ottawa, and Don McCall, of Scarborough, Ont.

Canada & Provinces: 1. F/L R. K. Malott (Canadian Airmails); **Foreign, U.S.A. and U.N.:** 1. R. R. Asselstine (U.N.); **Commonwealth:** 1. Mrs. N. L. Gilmour (Tristan da Cunha); **Topicals:** 1. R. D. Mitchener (Universities & Colleges on stamps); **Postal History:** 1. F/L R. K. Malott (Canadian & Newfoundland Airmail Flight); **Most popular exhibit** (by vote) Mrs. N. L. Gilmour (Water Craft); **Ottawa P.S. (Foreign, USA and UN):** 1. H. T. Saunders (U.N.); **Topicals:** C. F. Black (Errors of Design); **Ottawa Valley Clubs:** 1. L. G. Mills, Malone, N.Y. (Specialized display of 1898 Map).

—LORNE BENTHAM

WINNERS OF FIRST PRIZES: L to R: Ralph Mitchener, R. R. Asselstine, Mrs. Norma Gilmour, Herb Saunders, President of the RA S.C., presenting the British Commonwealth Trophy to Mrs. Gilmour, Dr. G. M. Geldert, President of the R.P.S.C., presenting the R.P.S.C. Plaque to F/L R. K. Malott.

The Cover

The King Gustav V in medallion, 55 öre and 80 öre, issued on July 3rd, 1918, were produced on account of the decided increase in postal rates for inland parcels, as from July 1st, 1918.

However, shortly before the increase came into force, the 55 and 80 öre had already been printed and therefore turned out to be unnecessary, and it was decided not to deliver these stamps to the post offices.

By mistake 10 sheets, i.e. 1,000 stamps, of each were sent to the post office of Värnamo, a small town in the south of Sweden. A small number was probably handled in the ordinary way before a stamp dealer's representative who had heard about these stamps, bought the remaining stock. He prepared a number of covers and affixed the stamps thereto. Most of the stamps remained unused however. Later on, at postal congresses and jubilees, the Swedish Post Office delivered souvenir albums with these two stamps and others.

The rarity of these stamps caused forgeries thereof to appear. At the end of 1918, the postal rates for inland registered letters were increased from 25 to 27 öre and most of the 55 and 80 öre stamps in stock at the G.P.O. were surcharged "27". The forgers removed the surcharge by chemical means.

During the 1930's, a small number of genuine stamps were wrongly cancelled with the old Värnamo hand cancellers, at that time still in use, and which had been antedated.

(From G. Stenerudh, RPSC 6376, Director of the Swedish Postal Museum)

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TRADE NOTES

H. R. HARMER, INC.

As a result of an auction of over 2,300 lots held on June 22-25, which produced $93,128, H. R. Harmer's total for the season passed the Million and half mark.

It is anticipated that two more auctions held in July will bring the total up to well over $1,600,000.

EARL P. L. APFELBAUM, INC.

On June 24-26, Earl P. L. Apfelbaum, Inc. offered 2,880 lots of stamps and covers to nearly 1,000 bidders from around the world and received $112,000 in return. This auction dealt mainly with German Empire, Colonies and Offices abroad. Most of the items commanded phenomenal prices.

One very interesting item from this auction is that a Canadian Twelvepenny Black **with pronounced defects** was sold for an amazing $1,025!

Presentation To Lloyd Sharpe By The Hamilton Philatelic Society

Presentation of a desk set to Col. Lloyd Sharpe, Q.C. (RPSC 3557) was the feature of the evening at the Hamilton Philatelic Society's "Old Timers' Night" on May 17th.

Special guests were Vincent G. Greene and Jim Sissons, of Toronto, who, with Harry Stroud and Col. Sharpe, recounted interesting experiences in philatelic "wheels and deals".

Allan Entock read extracts from old minute books and reports, recording highlights in the history of the Hamilton P.S.

Trustee Harold Humby presented the gift from members of the Club as a token of appreciation for the long and active service of Col. Sharpe and the many significant contributions he has made through the years to the Club and to philately.

L. to R. Vincent G. Greene, R.D.P., F.R.P.S.C., Col. Lloyd Sharpe, Q.C., J. N. Sissons.

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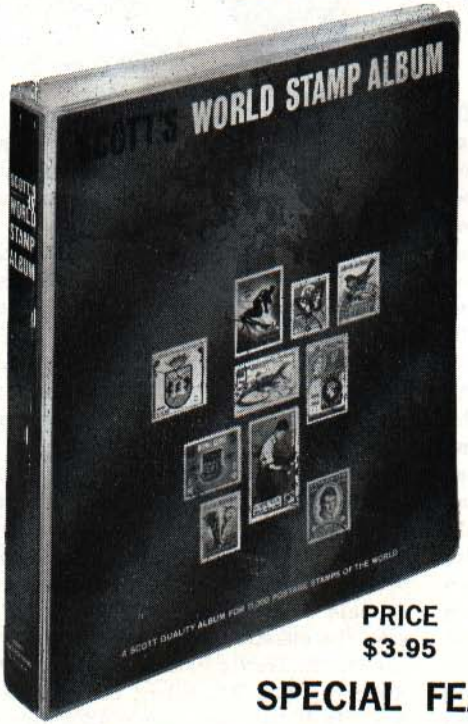

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POSTMARKED OTTAWA

By HANS REICHE, (R.P.S.C. 6397)

I wonder how many (except the editor) noticed that this article did not appear in the last CP? An unforeseen and sudden trip to Europe was the cause. Although we did not have much time to browse around in England, France or Spain for stamps, we never overlooked having a peek into a wastebasket whenever in a post office! From the result, I am certain others must have had the same idea. The stamp market in the open at the Carré Marigny on the Champs-Elysées in Paris on Sunday was an interesting treat. I only wished that I had taken a pocketful of recent used French stamps with me. You should have seen the prices these stamps demand, and all full catalogue! Eastern European countries are unpopular there the same as they are over here. The craze for unhinged stamps seems to have diminished somewhat after a number of large collections were recently broken up and sold by auction, realizing just about the same price as unhinged stamps. Only very new stamp issues bring premium prices for unhinged at auctions. If this trend remains it could be a serious blow to manufacturers of albums for these stamps. Two very prominent dealers in England and one in France admitted that they will do everything they can to end this "falsely created price" for unhinged stamps.

We were interested to read Mr. Nowland's comments in CP, on foreign stamps, especially after our return. We are wondering if any of the recent Canadian Plate blocks (specially manufactured by the Post Office for collectors) can show a net profit of more than 5% face value? We noticed in France and in Spain in dealers' windows, European sets issued 18 months ago with a price of 700% above face value. We are wondering who suffers the greater financial loss, the collector buying plate blocks or the one buying European commemoratives?

The problem of colour and shade identification of stamps is being discussed by many in Europe. Colour experts have said that only 25 colours can be identified properly in words. One European catalogue lists 209 colours and brings out a colour code which mentions only 156. A suggestion is to list only such colours which can be shown in colour code tables and that as part of each catalogue. It is obvious that none can list all shades. On the other hand a price of many thousands of dollars may be paid for a shade variation and one asks the question why does this collector not buy himself a colour dictionary from Kornerup and Wanscher, colour specialists. In it 1440 are shown all numbered. Price of the dictionary? Well similar, to the price of the stamp he may want to buy.

An interesting feature which many European non-philatelic exhibitions have adopted is the exhibiting of some stamps featuring designs of the theme of the exhibition. Thus at a transportation show, stamps with pictures of trains, cars, planes etc. were on display. A flower show had frames of a thematic collection of flowers. This idea is not only a worthwhile contribution to the exhibit but also promotes stamps.

Minute variations have been noted on some of the recent low values of the regular Canadian set. It was first thought that possibly a new die had been prepared for these stamps, but closer examination reveals that this is not likely. On the other hand, it could

be possible that these variations are caused by the preparation of a duplicate die from a transfer roll subject, and in turn the use of this duplicate die for new transfer roll subjects. Minute alterations may be made to the duplicate die to strengthen certain features. It is not known how long a subject on a transfer roll will last but many years ago one subject was normally used for laying down one or two compete plates. The number of impressions which could be pulled from one plate varied greatly and some had only a short life.

Postage stamps may be printed from a flat or a rotary press. When transferring the design from the transfer roll to the plate, the plate is usually flat, and bent afterwards for the rotary presses. At least one manufacturer is transferring the design to a plate which is already bent. This allows greater accuracy of the design because the bending of the plate after transfer distorts the stamp slightly. The reason why we mention this is that many philatelists do not believe that a transfer to a bent plate is possible. A re-entry can therefore be done on a flat or a bent plate. Re-entering may be required to correct a certain fault or incomplete entry on the plate. It is difficult to re-enter a stamp on a bent plate which originally was prepared when it was flat because of the slight distortion after bending. All lines on the subject may not fully coincide with the design on the transfer roll, but this type of "repair" on a completed plate may often be less costly than replacing the entire plate, especially if only a single subject out of an entire plate requires such work. On the other hand such a re-entry may not be perfect and may show the slight doubling of certain lines, typical of a re-entry.

FLASH !

The 1966 Convention will take place in Hamilton on the 26–27–28 May at the New Holiday Inn in the Terminal Complex, under the auspices of the Hamilton Philatelic Society. Full details in our next issue.

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THE LAND OF MOUNTAINS AND VOODOO

By RONALD WARD

In this present age of "Beat Music" if many of the younger generation were asked to give their ideas of where a "Land of Mountains and Voodoo" could be found, it is most unlikely they would give the name of Haiti — the answer would most probably be a vague Mersey-sound in the North Wales range.

However, the subject of this article is the Republic of Haiti, which occupies the western third of the island of Santo Domingo, formerly known as Hispaniola, which, next to Cuba, is the largest island in the West Indies. The whole island at one time did in fact exist as Haiti. Its recorded history covers almost 500 years, having been 'discovered" by Christopher Columbus in 1492, who called it "La Isla Española". Within little more than a generation the aborigines had been swept away by the cruelties of the Spaniards, who then introduced negro slaves to take the place of the natives, who were called Tainos and were of Arawak origin. Columbus actually landed on December 6th, 1492, at what is now known as Mole St. Nicolas; he then followed the coastline north-east until the **Santa Maria** was lost on a reef; casualties were light and he left some of his crew at a settlement he named "La Navidad" as it was Christmas Day 1492 when they landed. Columbus and the **Santa Maria** are shown on the 30c. value of the Port-au-Prince Bicentenary Exhibition issue of 1950 (Scott C 47). Hispaniola, by which name Haiti became known, is a corruption of "La Isla Española".

In the early part of the 17th century the buccaneers (perhaps better known as "pirates") arrived, the western portion of Haiti and the neighbouring island of Tortuga (The Turtle) being their favourite haunts. Large diamond-format stamps were issued in 1961 which depict

this period of Haitian history (Scott 475-9). Other French settlers set up plantations which were later recognised as a French colony by the Treaty of Ryswick 1697, under the name of Saint-Domingue. For almost a century during this period under French colonial rule Haiti was one of the most productive countries in the world, and the richest French possession. In its hey-day, Saint-Domingue in one year sent from its docks more than 160 million lb. of sugar, and just before the effects of the French Revolution turned the country into a turmoil its 1791 export was 68 million lb. It is once again a major export. Indigo, a blue dye of great value in 18th century Europe was next to sugar and cotton, the main item in the remaining exports. The 1960 issue with a portrait of Claudinette Fouchard (Miss Haiti and "Sugar Queen 1960") is a most attractive set to display for this commodity. (Scott 458-61).

The white inhabitants tried hard to keep news of the uprising and revolution in France from the ears of their slaves, but it soon led to open rebellion in the island itself; there were massacres in

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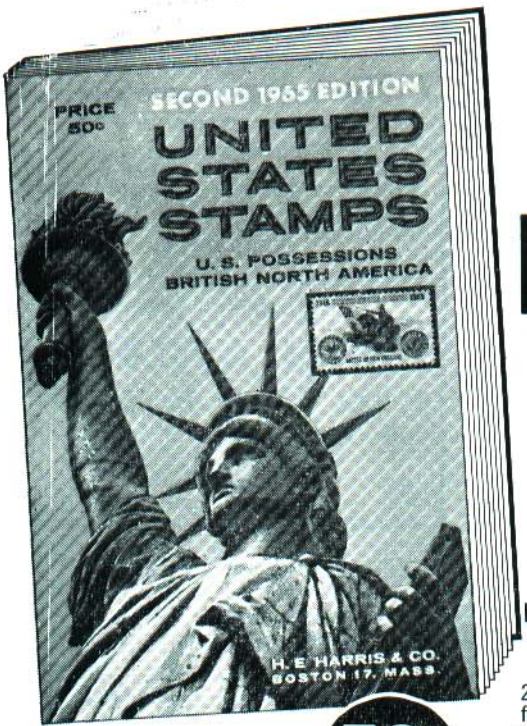

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several places, and all the unpleasant events accompanying such revolts. This affected not only the original French territory but also the Spanish part of the island (Santo Domingo) ceded to France by the Treaty of Basle in 1795. Several negroes and mulattoes emerged as leaders of the people, and these have been commemorated on many stamps issued as definitives and also as commemoratives for the Centenary of the Declaration of independence on January 1st, 1804, and for the 150th Anniversary in 1954.

Toussaint—first real leader

The revolutionary period after the initial setbacks, and news having reached France of the revolt, resulted in large forces being despatched as quickly as conditions would allow to try to subdue the insurgents. Not only France, but Britain also, sent troops to protect their nationals' interest and lives, garrisons being established by the latter at several coastal towns, but no attempt was apparently made to advance inland. There is now in the history one of Haiti's most famous leaders, featured on the stamps as "Toussaint l'Ouverture" (Scott 83, etc.). His full name was Pierre Francois Dominique Toussaint, that of "l'-ouverture" being added, it is said, on account of his bravery in making a breach in the enemy's ranks. In 1791. after aiding his master and family to escape (he was born a slave on a plantation on May 30th, 1746), he took part in the negro insurrection, and in 1794 joined the French republicans to assist in driving out the British. The Governor made him his second-in-command, and owing to Toussaint's liking and regard even then for the French, there was an easing of tension between the French revolutionary government and the Haitian rebels. By 1797 he was Commander-in-Chief, and he drove out the French Royalists, British and Spanish. In 1801 the French sent out a much stronger force, and by a ruse Toussaint was captured and taken to France, where he died in a dungeon in the Jura on April 27th, 1803.

The negroes were furiously angered by the loss of their leader, and in 1803 the last French troops sailed away and Haiti declared its independence as the first negro republic in the world. Whilst this last civil war was in being another name commemorated on many stamps emerged—that of Jean Jacques Dessalines, born 1758 and assassinated at the

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entrance to Port-ou-Prince on October 17th, 1806. Dessalines proclaimed himself Emperor of Haiti on January 1st, 1804. He was a very brutal man, this being caused by his sufferings as a slave, and during his brief period of power he insisted as far as possible in repaying these sufferings on unfortunate prisoners, men, women or children.

The third great name of this period was that of Henry Christophe, who reigned as King in the northern part of Haiti from 1807 until his death on October 8th, 1820, by his own hand. Christophe came from the British island of St. Kitts or Saint Christopher, and he took his surname from this. He always preferred the English way of spelling his name, but on the stamps the French spelling of "Henri" is given. He ran away to sea when 12 years old, stowing on a French brig, whose captain sold him to a naval officer in Estaing's fleet to be a general handyman. On return to Cap François he was again sold, to the private hotelier at the Crown Hotel. He eventually purchased his freedom, and when Toussaint was raising his army he joined him. Christophe was nearly 7 ft. tall, and possessed a great dignity. He spoke English and French fluently, but was unable to read or write, and hired secretaries to read to him, and invited European men of science and art to his Court. It was during his era, firstly as President and later as King, that greater progress was made in the country in so many ways than for the century which followed his death. Again many stamps feature this adopted son of Haiti, particularly connected with him being Scott 404-5, issued in December 1954 to commemorate the Restoration of Christophe's Citadel. This building is now a tourist attraction, even though rather difficult to approach, and can be seen on stamps issued in 1924, 1933-40 and 1954. The long climb to the Citadel, at an altitude of nearly 3,000 ft., begins in the village of Milot, where nearby is the ruined Palace of Sans Souci, where this one-time soldier of fortune became King and held Court. One of his first acts as King was to

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create a black aristocracy of eight Dukes, 22 Counts, and 37 Barons. Each rank was given instructions on the dress to be worn, the costumes being made of the finest brocades and silks, with numerous decorative additions. Two of these titles were the Duke of Marmelade and the Count of Limonade. The King disliked careless dressing, and one of his ordinances is still effective today, requiring the wearing of boots or shoes in the principal cities.

Independence recognised

Whilst Henry was in power in the northern part of the country, in the south the President was Alexandre Sabes Pétion, who was born in 1770 and held office from 1807 until his death on March 29th, 1818. It was during their joint rule that France came to recognise Haiti as an independent country in 1825. Pétion was a mulatto, and he never used the name of his white father, Pascal Sabes, who would not recognise him because his skin was too black.

This early history has been given in greater detail because it was during that time that the new country was being built up, but after Christophe's death there was almost a century of

"war" between black and brown, during which time the irrigation system collapsed, erosion destroyed the fertile land, and many harbours became silted up. The Presidents who were accepted into office were frequently elderly and never completed their term of office; others have been military personnel, who were soon desposed. With one exception they were all known as "President", the exception being Faustin Elie Soulouque,

who gave himself the title of Emperor Faustin I, and who reigned from 1847 to 1859. A large number of the Presidents never even appeared on postage stamps, and in the early part of the present century after Alexis Nord (Scott 96-101) there were eight in seven years. This resulted in the United States of America intervening in 1915, and a treaty was signed whereby certain public services were to be controlled by U.S. officials. These remained until October 1st, 1931, but U.S. forces did not withdraw until August 15th, 1934, and even then the U.S. had control of the revenue until October 1st, 1947. A further revolution took place in May 1950, and a further stage in the redevelopment of Haitian politics took place with Paul Eugène Magloire being the first President to be elected by universal direct suffrage. His portrait appears on (Scott 390-1, etc.), and an issue with a portrait of his wife, (Scott 402-3). Today, the method of showing disapproval of the President is by holding general strikes and thus paralysing the country.

After this historical survey, so well pictured on the stamp issues, the title of this article requires a brief explanation. The area is approximately 10,700 square miles, and there are two distinct mountain ranges, in each of which peaks rise to several thousand feet. Between these ranges is a depression called Cul de Sac. The higher mountains are heavily timbered with pine, whilst on the lower slopes grow palm, mahogany, logwood and mimosa.

GOOD NEWS OF OUR PRESIDENT

As we go to press, we heard from Mrs. Geldert that Dr. Geldert is now much better and recovering nicely, after several serious bouts of surgery.

We are not surprised to hear from Mrs. Geldert that he is simply itching to get back home and set his tremendous energy and enthusiasm to work.

We all send him our very best wishes for a prompt recovery and return home, when he will have to take it easy before getting down to business again.

EAST TORONTO EXHIBITION

The East Toronto S.C. will be holding its 27th Annual Exhibition at the Thorncliffe Mall, October 28 to 30, when 200 frames will be on show and the Bourse will comprise some 20 dealers.

A special Exhibition Cachet will be issued, together with a special Cover, at 25c. per cover complete. Full particulars from the Exhibition Secretary, R. Reakes, 188 Woodmount Ave., Toronto 6, Ont.

The Arms of the country

The arms of Haiti are worthy of note at this point, because they prominently feature a palm tree. The palm is surmounted by a "Liberty" cap as worn in the French Revolution, rifles and cannon being at the foot of the tree. The Arms can be seen on many stamps throughout the years from 1891. The

National Flag of Haiti also incorporates the arms, and it is recorded that in 1949 the flag was pictured in 13 different proportions. The arms used as a badge varied from a tiny design in the centre to one so large that the stripes on the flag could be likened to a picture frame. In September 1949 the Haitian legislature finally confirmed that the small badge was correct. The motto **L'Union Fait La Force** is translated as **Union**

makes Strength. The red in the flag stands for mulattoes and the blue for negroes. A drum completes the arms.

The word "Voodoo", also in the title, does not appear on stamps, but it is so bound up in the life of the inhabitants that it cannot be ignored. In Christophe's day, although no specific beliefs were held by him, he understood that

it was necessary for the people to have a faith. He prohibited voodoo practices, but in any case he ruled only in one part of the island. Voodoo is termed a primitive religion based on conjuring up the ancient African spirits, but the voodoo drums are to be heard almost every night, even now, and woe betide anyone not invited to attend. It is an accepted belief, and yet even so the State religion is Catholicism. In the 1906 pictorial series the 8c. had the Entrance to the Catholic College, Port-au-Prince, and the 10c. had the Catholic Monastery and Church. In December 1942 a series of postage and air stamps depicted "Our Lady of Perpetual Succour", the National Protectress (Scott 304-7), and how many of the thematic "map" collectors realise that "Our Lady" is holding a map of Haiti on her lap?

(Courtesy Stamp Collecting, 25 Dec. 1964

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It Is LINDNER Supplement Time 1964-1965

Despite a heavy work load of our Manufacturing Employees, it was this year impossible to bring the Supplements in May as in previous years.

The demand on our album increased during the past year tremendously and therefore the Supplements also. We issued this year a total of 80 Supplements from which are 9 of our existing albums received pages of backward years for a **total of 414 pages.**

Our Supplements are issued for the time of January 1st to December 31st of each year for which we need a time of at least 4 - 5 Months depending on the Volume to be made.

Besides this, we issued, resp. continued backwards another 8 albums of Interest which are due with the Supplements as follow:

# 123	Albania	1960 - 1964	27 pages	$ 10.15
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# 162	Japan	1963 - 1964	11 pages	4.15
# 184	Malta	1953 - 1964	7 pages	2.65
# 216	Poland advanced	1944 - 1950	23 pages	8.65
# 237	Russia	1963 - 1964	32 pages	12.00
# 268	Spain I. part	1850 - 1938	71 pages	26.65
# 470	Australia	1953 - 1964	9 pages	3.40

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The HOLLOW TREE

By ED. RICHARDSON (R.P.S.C. 6991)

303 PIN OAK DR., LA MARQUE, TEXAS, U.S.A.

#769—POSTAL BAND VARIETIES OF THE INLAND REVENUE, WEIGHTS & MEASURES SERVICE

Recent editions of the Holmes Catalogue all list as #1200b, the 1875 Blue Postal Band with the additional printing for use of the Weights and Measures Service. They might even be termed early forerunners of the officials.

We had long known of two varieties of these, but now Bill Rockett of Willowdale, Pa. comes in with a third, and since no mention of these varieties is made in either Bond's or Holmes' catalogues, we list them herewith:—

Var. #1—All lettering in blue. First two words on last English line reads "thereon but".

Var. #2—Lettering as in #1. First two words on last English line reads "writing thereon".

Var. #3—All lettering in black.

There are numerous other differences between those with lettering in blue and those in black. Those differences will be found in the ornaments between the heading lines, and in the type used for "To . . .".

We would guess that this might not be the end to the number of varieties of this postal band which might exist.

* * *

#770—"CUSTOMS" OVERPRINT ON 3¢ SMALL QUEEN

Mr. J. M. Harris McLeod of Edmonton, Alta. has shown me an interesting oddity. On a small cover from Niagara, Ont. to Toronto, April 2, 1890, is a 3¢ small Queen. Almost hidden under the cancel is the word "CUSTOMS" reading upward.

The type is somewhat larger than that used for the provisional Customs Duty stamps of 1918. Also the letters are serifed. Can anyone give a hint as to their history?

* * *

#771—ADDITIONAL ALBERTA WILDLIFE LICENSE STAMP

In packet #759 we listed the 1964 Alberta Wildlife License stamps. These were some 12 in number, all of the same design, and all perforated 12½.

Dr. John Folinsbee of West Vancouver comes through and tells us about an additional variety. This was issued for "Antelope License". He does not mention any value. It is not of the same design as the others, and is printed in blue with red control numbers. This one may have been issued in booklets. The copy Dr. Folinsbee has is rouletted at left and top, but imperf. at right and bottom.

Also thanks to Dr. Folinsbee we can give you the colors of three issues previously reported. The $50 Non-Resident Big Game stamp is Purple with Red Controls. The $7.50 Goat is Ultramarine with Red Controls. The $7.50 Sheep is Yellow with Red controls.

* * *

#772—DATA ON AIRMAIL FLIGHTS 1947 - 1959

The American Airmail Catalogue lists only a few Canadian first flights after 1947 and none after 1950. Holmes' does a bit better and lists a number of flights from 1947 through 1954. F/L R. K. Malott (16 Harwick Crescent, Ottawa 6), as Editor of Canada Airmail Notes in May 1965 issue of **The Jack Knight Air Log**, supplies some 13 mimeographed pages of first flights, service changes, and miscellaneous facts and figures

which will be of great value to any collector attempting to keep up with what has happened since the Canadian Post Office Department discontinued servicing First Flights.

* * *

#773—THE EXISTENCE OF SOME DOUBTFUL FLAG CANCELS NOW CONFIRMED

In McCready's handbook on Canadian Flag Cancels, on pages 12-13, and between Flag Cancels #149 and #150 is mentioned three Flag Cancels which had been reported, but about which there was some doubt.

All of these have now been confirmed.

1. Saskatoon Industrial Exhibition for 1918, I now have in my own collection.
2. Moose Jaw's Racher's Fair and Livestock Show of 1917, Ray Peter's of Phoenix, Arizona now owns.
3. Prince Albert Exhibition for 1918, I have seen.

At the same time it might be well to note some of McCready's numbers which do not exist. These are #166, 167, 169, 170, 230, 235, and #39.

* * *

#774—PICTORIAL R.R. & S.S. GOVERNMENT POST CARDS

This is a follow-up of packet #732 in which we reported that we estimated that there are approximately 350 varieties of these beautiful cards. Some have inquired as to how this was broken down by the various companies, so we give our personal collection (now totalling 273) breakdown, plus our estimate of the number possible in each group.

	No. in Collection	Estimated Total Varieties
Canadian National RR	25	52
Canadian Northern RR	1	3
Canadian Pacific RR	149	176
Grand Trunk RR	95	113
Great Northern RR	—	1
Ottawa & Gatineau RR	—	2
Ottawa, North. & West. RR	1	1
Pontiac Pacific Junc. RR	—	2
Canadian Tubular SS	—	1
Donaldson SS	—	1
Northern Navigation SS	1	2
Allan Line SS	1	1
Totals	273	355

These estimates do not count shade differences, such as are found in great profusion among the GTR issues, with their various shades of green. Neither does it count the CPR varieties which have views on the reverse side. Also those which have had the scenes cut down slightly so as not to overlap some portion of the impression on the basic government card have been omitted. This does not mean that all of these are not of interest, and many collectors, like this one, include them in their collections.

It may well be that it will be proved at some later date that these estimates are in error. If so, I would guess that

perhaps I am high in my estimates on the Canadian National varieties, and low on the GTR cards.

* * *

#775—"N.S." OVERPRINTED BILL STAMP — 1¢ ORANGE, 3rd ISSUE

Packet #686 of some 1½ years ago must have been written at a time when I was DWT, drunk while typing, or perhaps I should claim temporary insanity! Disregard it completely! Anyway, the 1¢ orange, 3rd issue Bill stamp was long ago listed in Holmes, but without the N.S. overprint, we question whether it should be listed. It is not listed in the Sissons Revenue Catalogue. It is of course quite possible that copies may exist, after all it is known with the "N.S." overprint, and listed in Holmes and Sissons. It is quite a rarity, and since writing Packet #686 we have added a fine mint copy of the "N.S." variety to our collection.

* * *

#776—PAQUEBOT — POSTED AT SEA CANCELS

While I have never gone after them seriously, I never can resist the opportunity of picking up a small lot of Canadian covers bearing PAQUEBOT cancels.

Covers in this category which have the greatest interest for me are those bearing the "Purser's Office" or other marking of the ship, then posted with Canadian stamps, and bearing the cancellation of a foreign country port. More common of course are those marked simply "PAQUEBOT" or "Posted at Sea" instead of any distinctive ship marking.

We have Covers bearing Canadian stamps, postmarked in:—

Jpan Fiji Montserrat
United States Great Britain Barbados
Puerto Rico Tahiti Belgium

Another possibility is the collecting of foreign covers, bearing foreign stamps, but cancelled at Canadian Ports.

* * *

#777—ALBINO ENVELOPES

As reported in packet #669, for the most part we are not too interested in albino envelopes of Canada. These are envelopes with the colorless embossed impression of the die. They appear quite frequently in the embossed 20th century postal stationery. They are not rarities.

When we find them in USED condition we are slightly more interested, as we believe most albinos, except those which fall into philatelic hands, get returned to the post office for refund, or get commercially used. Mint ones are those located or turned over to philateists, and are more common.

Anyone making a note of those existing should add the 2¢ size G. envelope of 1930 or 31, Holmes #1047a or 1048. Naturally we don't know whether it was supposed to be red or brown. But it does exist. This is an Admiral issue.

* * *

#778—5¢ BEAVER, PERF. 12 x 11 ¾

Nearly five years ago in packet #517, we stated we were surprised to find a copy of the 5¢ beaver of the middle period, perforated 12 x 11 ¾ instead of 11 ¾ x 12. In spite of our having seen thousands of these stamps, we did not recall ever seeing one of this perforation. Neither had we any record of any writing on the subject. We had always suspected that all 5¢ beavers fell neatly into one of three groups:—

Early period - Perf. 11 ¾ x 11 ¾
Middle Period - Perf. 11 ¾ x 12
Late Period - Perf. 12 x 12

Thanks to Geoffrey Whitworth, the well known specialist on the 1859 issue, I now find that there exists both types

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in the middle period, 12 x 11 ¾ as well as 11 ¾ x 12.

Some years ago Mr. Whitworth published a monograph "Some Features of the First North American Perforating Machines, 1858 - 1867". In this he explains in some detail the perforation gauges of the various machines used on the 1859 issues. Because we feel this information would be of value to the average collector of these issues, we list them according to Whitworth:—

Machine A—Perf. 11.6 to 11.75
11/58 through 1864
Machine B—Perf. 11.75 to 11.8
1862 through 1867
Machine C—Perf. 11.85 to 11.95
late 1861 through 1867
Machine D—Perf. 12.05 to 12.1
late 1862 through 1867

* * *

#779—BILINGUAL SLOGAN CANCEL USED IN VANCOUVER, B.C.

It is of course not unusual to see many of Canada's slogan cancellations in the bilingual style. However I was most surprised to see one coming from Vancouver, B.C. this past spring. This one was "IF YOU DRINK / DON'T DRIVE/ SI VOUS BUVEZ / NE CONDUISEZ PAS". Does this mean that the Post Office Department is seriously considering the use of bilingual slogans throughout Canada? (They have been used in Toronto and other places outside Quebec.—Ed.)

* * *

#780—WHY NOT A NEW FLAG CANCELLATION?

What with the adoption of a new flag for Canada, why hasn't the Post Office Department come up with a new Flag Cancel. Wouldn't it make a most attractive cancel, and wouldn't it be quite appropriate yet this year?

FLASH !

The 1966 Convention will take place in Hamilton on the 26-27-28 May at the New Holiday Inn in the Terminal Complex, under the auspices of the Hamilton Philatelic Society. Full details in our next issue.

Martin Apfelbaum:

Reminiscing on Our 35th Birthday

September 1965 — I was too young to notice, but my father tells me that Labor Day of 1930 was hot and muggy. He remembers it well. That was the day he and my grandfather, Maurice Apfelbaum, opened the doors of their first stamp shop — a third floor walk-up at 10th and Chestnut Streets in Philadelphia.

I can't use the instant success story and say that the early Apfelbaum's was overwhelmed with business. But within two years the store was moved to a better, ground-floor location at 52 North 11th Street.

I started working part-time after school and on Saturdays in 1942, when I was 13. Two years later we moved to a larger store and things started looking good. But 18 months after we moved, the building was sold and we had to move again.

This time we went to still larger quarters in the Finance Building on South Penn Square. We stayed there for 18 years, adding additional offices on the fourth and fifth floors as we grew. But our growth was more than we had expected and we became too spread out. So, in 1963, we moved once more, to our present offices on Walnut Street. Still in Philadelphia.

Today we employ about 40 people and occupy more than 6,000 square feet of space. We maintain one of the world's largest, most comprehensive retail stocks in our Self Service Stamp Shop. We also operate a mail order division which sells through our monthly house organ, "Ads and Offers". And, of course, we have our Discount Stamp Company Public Auctions and Apfelbaum Public Auctions which will probably offer more than a million dollars worth of philatelic material this coming year.

If the past thirty-five years have left any mark on the Apfelbaum organization, it is the mark of confidence. Not a boastful confidence that we'll get bigger than ever. But a mature confidence that our people are the finest in the business and can handle any problem, anytime, anywhere.

Thirty-five years seems like an eternity when you're looking ahead. But when you're looking back, it's only an eight paragraph article.

Martin L Apfelbaum

Executive Vice-President.

Earl P. L. Apfelbaum, Inc.,
1503-05 Walnut Street, Phila., Pa.,
19102, LOcust 7-6288,
Area Code 215.

Newfoundland Air Mails

The Early Transatlantic Flights

By JAMES T HOWLEY, RPSC 7734

Towards the end of World War I the airplane began to come into its own. The impetus given the development of aviation by military expediency carried over into peace time, encouraged by air-minded authorities. One such was Lord Northcliffe, owner of the **Daily Mail** of London. As far back as 1911, he had offered a prize of £10,000 for the first successful Transatlantic flight, non-stop, between any two points in Europe and North America.

Re-iteration of this offer after the war prompted a flurry of activity in Newfoundland, which was the only location considered for the start of such a venture for several reasons. Newfoundland is an island off the east coast of North America, considerably closer to Europe than any other part of our continent. Between Ireland and Newfoundland there are only some 1700 miles of ocean; this fact influenced all the early pioneers to select Newfoundland as the point of take-off for Transatlantic attempts. All early efforts were from west to east since planes from Europe to North America would be flying against the prevailing winds.

Four separate groups made preparations in the spring of 1919 to attempt the Transatlantic flight. They were:

(i) Harry Hawker and Mackenzie Grieve. Flying a Sopwith 'Atlantic' they left St. John's on May 18. They crashed just west of the Azores and were rescued by a Danish vessel. Their plane, and the mail they carried, were salvaged by the American ship S.S. Lake Charlottesville.

(ii) Raynham and Morgan in a "Martynside". They crashed on two successive attempts to take off from St. John's and had to abandon their plans.

(iii) John Alcock and Arthur Whitten Brown. They left St. John's in a "Vickers-Vimy" biplane on June 14, 1919. After a 16-hour flight they landed safely in Ireland, near Galway, completing the first non-stop Transatlantic flight and winning the "Daily Mail" prize.

(iv) Admiral Kerr and a crew of five in a "Handley-Page". They were unable to get away before June 14, and when news of the success of Alcock and Brown arrived, they decided to fly to Gibraltar instead. This plan had to be abandoned after further difficulties, and a decision was made to fly to New York. They took off from Harbour Grace on July 4, but their flight ended in a crash at Parrsboro, Nova Scotia.

Special stamps were prepared for all these flights.

For the Hawker-Grieve attempts, 200 of the current 3c. brown of the "Caribou" issue (Gibbons 132) were overprinted **"FIRST - TRANSATLANTIC - AIRPOST - April - 1919"** in five lines. This is the famous "Hawker" Airmail stamp.

For the Raynham-Morgan attempt about 30 copies of the same stamp were overprinted in manuscript **"Aerial Atlantic Mail"** and initialled **"J.A.R."** (J. Alex Robinson, the Postmaster-General)

For the Alcock-Brown flight 10,000 of the 15c. stamp of the "Cabot" issue of 1897 (Gibbons No. 75, depicting seals on an ice floe) were overprinted **"Trans Atlantic - AIRPOST - 1919 - ONE DOLLAR"** in four lines. Some 200 were used on mail actually carried on the plane.

For the Handley-Page attempts the same one dollar stamp was used.

Various subsequent flights include the de Pinedo, Columbia, DO-X, and Balbo flights. All these early Transatlantic flights are described in the accompanying check list.

CHECK LIST - EARLY TRANSATLANTIC FLIGHTS

1. **May 18, 1919**—Harry Hawker and Mackenzie Grieve in a Sopwith "Atlantic". Took off from St. John's. Crashed west of the Azores, but were rescued.

2. **June 14, 1919** John Alcock and Arthur Whitten Brown in a Vickers-Vimy biplane. Took off from St. John's. Landed in the west of Ireland, completing the first successful non-stop crossing and winning the "Daily Mail" prize.

3. **May 23, 1927**—Marquis de Pinedo and two companions in the "Santa Maria II" Took off from Trepassey. Flew to the Azores, Lisbon, Barcelona and Ostia, en route to Rome.

4. **June 17-18, 1928**—Amelia Earhart and two companions in the Fokker "Friendship". Flew from Trepassey to Wales, the first woman to make the crossing.

5. **October 9, 1930** — Captain Boyd and Lieutenant Connor of the U.S. Navy in the Bellanca monoplane "Columbia". Took off from Harbour Grace. Forced down in the Scilly Isles, refuelled, and eventually reached Croydon on October 11.

6. **June 24-25, 1931**—Holgar Hoiriis, Otto Hillig and Robert Moffat in the Bellanca monoplane "Liberty", took off from Harbour Grace with destination Copenhagen, but landed at Krefeld in Germany. Completed the flight thence to Copenhagen in two stages.

7. **July 15, 1931**—Capt. Endres and Lt. Magyar in the Lockheed monoplane "Justice for Hungary". Took off from Harbour Grace and landed only a few miles short of Budapest, their destination.

8. **May 21, 1932**—Dornier DO-X with a crew of 14. Took off from Holyrood, destination Berlin. Stopped off at the Azores, Vigo and Southhampton en route.

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9. **August 8, 1933** — Mass flight of 23 Savoia-Marchetti flying boats under the leadership of General Italo Balbo, returning from Chicago to Rome. Took off from Shoal Harbour, and reached Rome after a stop at the Azores.

10. **Aug.-Sept., 1934**—Dr. Light and Mr. Wilson, from New Haven, Conn. Took off from Cartwright, Labrador, and flew to Edinburgh via Greenland, Iceland, and the Faroe Islands.

11. **July, 1935** — Thor Solberg had attempted to fly to Norway in 1932, but was wrecked in Placentia Bay. In July, 1935, he and a companion made a second attempt, this time successful. His point of take-off was Cartwright, and he flew to Bergen via Greenland and Iceland.

12. **October 29, 1936**—Jim Mollison; a solo flight in the Bellanca monoplane "Dorothy". He took off from Harbour Grace and landed at Croydon.

For Flights 1, 2, 3, 5, 8, and 9, special stamps were prepared, and mail was officially authorized by the Newfoundland postal authorities, the bulk of it bearing these stamps and suitable cachets.

On Flights 4, 7, 10, 11, and 12, a small unofficial mail, franked with "ordinary" current stamps, was carried.

On Flight 6, a small unofficial mail was prepared, but was not carried on the flight as this mail did not arrive at Harbour Grace before the plane took off. It was subsequently despatched by surface means, and for some unexplained reason was stamped with an air mail backstamp on arrival in Copenhagen.

CHECK LIST. EARLY FLIGHTS FROM NEWFOUNDLAND TO CANADA AND U.S.

1. **July 4, 1919**—The Handley-Page, with a crew of six under Admiral Mark Kerr, had intended to fly the Atlantic to win the "Daily Mail" prize. It could not be made ready by the time Alcock and Brown completed their successful flight, and it was eventually decided to fly to New York instead. The flight took off from Harbour Grace, but crashed at Parrsboro, N.S.

2. **July 27, 1929**—On this date, Archibald and Darrell in the "Bluenose" flew from North Sydney, N.S., to Harbour Grace; then made a return flight.

3. **June 26, 1930** — Kingsford-Smith and three companions in the Fokker "Southern Cross", en route from Ireland to New York, landed at Harbour Grace on June 25, and continued on to New York the next day.

4. **Aug.-Sept., 1931** — MacMillan and Rockwell in the "Viking" flew from Hopedale, Labrador, to Boston by easy stages.

5. **July 13, 1933**—Balbo mass flight en route to Chicago from Italy, touched down at Cartwright, Labrador.

6. **Sept. 22, 1936**—Merrill and Richman in the "Lady Peace", on their return flight from England, set down at Musgrave Harbour on Sept. 14, completing the first "round trip" flight. On Sept. 22 they continued on from Harbour Grace to New York.

Flight 1 carried mail officially authorized by the Newfoundland postal authorities (intended for Transatlantic delivery), most of it bearing the $1.00 Airmail stamp.

On Flights 2, 3, 4, 5, and 6, a small unofficial mail was carried, franked with "ordinary" current stamps.

(to be continued)

Hants County, N.S. Exhibition Slogan

Member R. M. Richardson, of Windsor, N.S., informs us that the Post Office is using a special slogan cancellation in Windsor, Truro and Halifax during the Annual Hants County Exhibition. This slogan will read

HANTS COUNTY EXHIBITION

1765 to 1965

September 21 - 25

The Honour Roll

The following members of the Society are hereby given recognition for their contributions to the progress of the Society in sponsoring the addition of new members or chapters for the year 1965:

Anderson, Walter, Ottawa (22)
Asbury, W/C W. B., Summerside, P.E.I.
Assad, William J., Ottawa (2)
Baugild, G. C., Halifax
Bedard, W. L., Detroit
Bileski, K., Winnipeg (2)
Blumenthal, S. A., Halifax (3)
Boyd, Dr. N. O., Windsor, Ont.
Burley, Edw. F., Port Credit, Ont.
Butterworth, J. V., Ottawa
Canham, H. E., Regina (3)
Christensen, A. H., North Hatley, P.Q. (4)
Christensen, E. J., Edmonton (4)
Curtis, Wayne R., St. Lambert, P.Q.
Davis, Capt. R. P., Regina
Desjardins, R. R., Ste-Foy, P.Q.
Echlin, C. L., Beaurepaire, P.Q.
Fyvie, Dave, Holberg, B.C.
Galway, P. G., Grande Prairie, Alta.
Geldert, Dr. G. M., Ottawa (6)
Geldert, Mrs. Phyllis, Ottawa (2)
Glazier, Fred L., Saskatoon (2)
Hambleton, G. R., Vineland, Ont.
Hay, Ralph G., Fredericton
Jamieson, R. H., Thornhill, Ont. (2)
Jansen, Dr. J. H., Scarborough, Ont.
Jones, Miss Cathleen, Rockingham, N.S.
Lakehead Stamp Club #33 (6)
Lamb, R. M., Kitchener, Ont.
Lamouroux, Louis M., Toronto (2)
Monger, Mrs. John, Lumsden, Sask.
Morrison A. R., Greenwood, B.C.
MacDonald, Dr. John J., Antigonish, N.S.
MacKenzie, George, Greenwood, N.S.
McCall, Donald, Scarborough, Ont.
McKay, Miss A. E., Shelburne, N.S.
McMurrich, J. R., Gananoque, Ont.
McNeill, C. Russell, Burlington, Ont.
McVey, J. W., Oshawa, Ont.
Plachta, M. V., Montreal
Pollitz, W. T., Boston, Mass.
Preyers, Dr. H. H., St. Lambert, P.Q.
Rasic, M. R., Toronto
Reiche, Hans, Ottawa
Richardson, Ed. La Marque, Texas (6)
Robinson, J. J., Calgary
Rushton, Eric, Port Elgin, Ont.
Saunders, H. T., Ottawa (2)
Sinasac, Roy L., Harrow, Ont.
Smith, Stanley, McC., Halifax
Speirs, Rupert M., Toronto
Spieler, T. D., Ottawa
Storhaug, Arthur N., Thief River Falls, Minn.
Taylor, Dr. W. A., Windsor, Ont.
Thompson, George C., Halifax (3)
Tizard, Eric P., Halifax (4)
Towle, C. L., Dearborn, Mich.
Verbeek, Henry, Saskatoon
Walburn, H. G., Okanagan Centre, B.C.
Wegg, George, Toronto
Wentzell, Dr. R. A., Dartmouth, N.S.
Williams, G. C., Watervliet, N.Y.
Woodman, Murray, Dixville, P.Q. (2)
Yuile, J. Watson, Montreal.

SIPEX TAKING SHAPE

This great international Exhibition, SIPEX, will be taking place in Washington, D.C. May 21 - 30, 1966. It is planned to have 2,200 frames of top collections from all over the world on show, and in addition, it will have a bourse of 80 dealers, a full programme of lectures and seminars, tours of government agencies, sightseeing and many social events.

The Bureau of Engraving and Printing, which produces the stamps and paper money of the United States, has designed the official emblem and seal for SIPEX, which signifies that this is the sixth in the series of international exhibitions held in the United States.

Full information on SIPEX can be obtained from its general chairman, George Turner, 408 A Street, Washington, D.C. 20003, U.S.A.

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CANADA, MINT PLATE blocks and sheets. Interested in selling or trading. Write J. P. O'Reilly, Box 557, New Liskeard, Ont., R.P.S.C. 8206.

COVERS: Next 10 Canada, Rosecraft, Capital or Stancraft cachet. Ottawa cancel, unaddressed $2.00. Stanbridge Stamps, Chelsea, Quebec. "Your bridge to better things".

CANADIAN SLOGAN's, if you collect these, join the Slogan Bank. 1964 list now available. G. H. Potts, Halfmoon Bay, B.C., Canada.

COLLECTOR SEEKS correspondence on Canada Roller Cancels; QV - KGV: Form Study Group, Exchange, and/or Purchase. H. W. Harrison, Box 5780, Pikesville, Md. 21208, U.S.A.

WANTED: 1870-1897 small Queens showing cancellations on stamps of Ontario towns and villages. N. Pelletier, 34 Blandford St., Toronto 10, Ontario, Canada.

WANT TO TRADE STAMPS with other members of the Royal or correspond on various phases of philately? Use the classified Ad section of the Philatelist to obtain results.

New Issue Service

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United Nations Mint

Want List Service

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OTTAWA 2, ONTARIO, CANADA

CANADA'S FIRST "CHRISTMAS STAMP"

By WILLIAM M. MENEAR, RPSC 7610

By this time we have long forgotten our annual chore of mailing Christmas cards, however, during December most of us became quite familiar with the two Canadian Christmas stamps which were "officially" the first Christmas stamps issued by this country. Most stamp collectors however, consider the "Map" stamp of 1898 to be Canada's first Christmas stamp.

Although one of the most striking stamps ever issued, it is not a Christmas stamp. It was issued on December 7th, 1898, to commemorate the inauguration of Penny Postage (two cents in Canada) throughout the British Empire, which became effective on Christmas Day 1898.

The stamp, shown above, pictures a map of the world in Mercator's Projection, with the various parts of the British Empire printed in red. The stamp bears the inscription, "Xmas 1898" and across the base of the design, the text, "WE HOLD A VASTER EMPIRE THAN HAS BEEN", from a poem by the Welsh poet, Sir William Morris entitled, "A Song of the Empire."

This poem was written on the occasion of Queen Victoria's Diamond Jubilee, and published as the Jubilee Ode in June 1897.

We hold a vaster Empire than has been!
Nigh half the race of man is subject to our Queen!
Nigh half the wide, wide earth is ours in fee!
And where her rule comes all are free.
And therefore 'tis, O Queen, that we,
Knit fast in bonds of temperate liberty,
Rejoice to-day, and make our solemn Jubilee.

The American Bank Note Company, Limited, Ottawa, printed the stamps, engraving the black portions of the stamp, after printing the red and ocean colours using electrotype plates. 19,927,500 were issued in sheets of 100 stamps (10 x 10), with spoilage accounting for the difference between this number and the authorized quantity of 20,000,000.

Five printing plates were made, but according to Doug Patrick's latest book, CANADA'S POSTAGE STAMPS, "the

(Continued on page 260)

The Secretary's Page

The applicants listed below have applied for membership in the Society. In accordance with the Constitution, their names are hereby published. If no adverse reports are received within thirty days of publication, they will be admitted to full membership.

New Members

8420 Bartlett, Maurice J., 142 Aberfoyle Ave., Hamilton, Ont.
8421 Grunwald, Leonard, 7086 - 124th Street, North Surrey, B.C.
8422 Stollery, Alan, 281 Heath Street East, Toronto 7, Ont.
8423 (Reserved)
8424 McGlashan, John S., Suite 201, 196 Metcalfe St., Ottawa 4, Ont.
8425 Goring, Wayne E., 75 Southlawn Ave., Oshawa, Ont.
8426 Harper, Stanley I., 308 Green Hall, Harrisburg, Pa. 17104
8427 Semaka, Roger A., Box 1397, Estevan, Sask.
8428 Towner, Wayland D., 312 Blue Bonnet Blvd., San Antonio, Texas, 78209
8429 Jezewsky, Bernard F. RCAF HQ, CFPO 5052, Canadian Armed Forces, Europe
8430 McLeod, Robert L., RCAF Station, Box 818, Greenwood, N.S.

Changes of Address

Beardmore, Mrs. Margaret, Apt. 705, Torrance Terrace, 360 Torrance St., Burlington, Ont.
Benson, G. W., 1633 Gloucester Road, London, Ont.
Boorman, Robert E., Box 468, Summerland, B.C.
Burr, Russell, 95-D Wildwood Park, Winnipeg 19, Man.
Charron, J. J., 459 Avenue St-Jacques, Longueuil, P.Q.
Clark, Robert S., 1612 Nairn Ave., London, Ont.
Cooke, J. R., 136 Stanley St. North, Thamesford, Ont.
Cryderman, M. W., Box 160, Austin, Man.
Gutschmann, W., 80 Terrence Avenue, Sault Ste. Marie, Ont.
Hofman, A. G., 2104 Prudhomme Ave., Montreal 28, P.Q.
Mann, Peter M., 36 Sydenham St., Guelph, Ont.
McGowan, Louis C., 10 Ellery Rd., Newport, R.I. 02840
Skinner, E. J., 7557 Jalmia Way, Los Angeles, Calif. 90046
Small, Lester E., 1584 Elm St., Victoria, B.C.
Tipton, John L., 202 North Harding Rd., Columbus, Ohio 43209
7993 Hay, Ralph G., 933 - 11th Avenue, Helena, Montana
3530 Hedley, Richard P., 545 Claremont Ave., Buffalo, N.Y. 14223
8067 Mueller, Dr. D., 719 Humboldt St., Secaucua, N.J. 07094
7901 Ray, Samuel, 3600 Lake Shore Drive, Chicago, Ill., 60613
7398 Schweikert, John F., Jadewest Apts., No. 5, 928 W. Huntington Drive, Arcadia, Calif., 91007

Reinstatement

6700 Elmgren, Hans O., Box 117, Willowdale, Ont.

Chapter Changes

CHAPTER No. 13—
Kitchener-Waterloo Philatelic Society
Chapter Representative—
John D. Price,
39 Kingsley Crescent,
Waterloo, Ont.

CHAPTER No. 56—
Northern Electric Stamp Club
Chapter Representative—
R. H. Olesen,
15 Woodland Acres,
Belleville, Ont.

CHRISTMAS STAMP.....from page 259

plate proof impression from plate number 4 shows a number of imperfections indicating that this plate was not used for printing."

Holmes Catalogue lists the following variations:

A. Lavender (Oceans)—Perf. 12
B. Pale Lavender (Oceans)
B. Pale Lavender (Oceans)— Perf. 12
C. Pale Lavender (Oceans) — Imperforate
D. Blue Green (Oceans)—Perf. 12
E. Pale Blue Green(Oceans)—Perf. 12
F. Pale Blue Green—(Oceans)— Perf. 12 (Oceans)—Imperforate
G. Red Colour Omitted—Imperforate

Officially however, the stamps were printed in the following quantities and sequence:

1. First Printing—10,000,000 from electrotype plates (letterpress) Blue Oceans only. — 10,000,000 from electrotype plates (letterpress) Green Oceans only
2. Second Printing — 20,000,000 from electrotype plates (letterpress) British Empire in red only.
3. Third Printing—20,000,000 engraved with basic design in black (steel engraved plates).

It is quite interesting that although there are thousands of stamps with the ocean prined in lavender, no official document recognizes this colour as having been used in the printing of this stamp.

Most collectors have all three colours in their collections, as they have been relatively easy to obtain. However, as a word to the wise, if you do not have all three shades in your collection, we suggest you acquire them as soon as possible, as they are becoming scarce.

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