

Issue #8

Calgary, Alberta Tuesday, June 4, 1935

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DATE 08-14-2010 BY 60322 UCBAW

Canadian Units Gain Initial Objectives

This relief map (below) of La Basse and Chortouy areas of Northwest France shows the type of country where the Allied invasion forces can advance today.

Germany announced the Aftan have established a 15-mile front between Villeneuve and Chortouy. While Churchill reported fighting in Caen.

LONDON, June 8.—The mighty force of Allied troops which landed early today in the Normandy area of north-west France tonight was reported to have made gains of several miles inland against unexpectedly light German resistance.

Vichy radio said tonight "It must be admitted in Alsace Lorraine area has been considerably widened and that Allied reinforcements are pouring in."

Vichy added that masses of British, Canadian and American planes were bombing the Chais and Dambouras residents. (Prime Minister Mackenzie King told the Canadian House of Commons late today Canadian invasion forces had gained their initial objective and were making good progress.)

Gen. Sir Bernard Montgomery, commanding the invading forces, said he was pleased with the initial phases of the land-
ing operations.

The grand assault—scheduled for Monday but postponed until today because of bad weather—found the highly trained German defenses much less formidable in every detail than had been feared.

Airborne troops who led the assault before daylight on a huge scale suffered "extremely small" losses in the air, headquarters disclosed today, even though the great plane fleet extended across 200 miles of sky and used navigation techniques to keep formation.

Naval losses for the amphibious forces were described in headquarters as "very, very small", although 4,000 ships and several thousand smaller craft participated in the invasion.

Coastal batteries were almost
British and Allied fleets, including
heads were speedily consolidated.

The initial landings ranged from 4 to 8:30 a.m. today (10 p.m. Monday to 12:25 a.m. today Calgary time), with

4 (KK) ships and several thousand men, including the troops in Earlier parachute and glider forces made deep penetrations. Gen. Sir Bernard L. Montgomery was in command of



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Articles or advertisements should be submitted to the Editor, Box 6830, Calgary, Alberta, Canada, T2P 2E7. Small ads are free to paidup members of the C.P.S.. Display ads are \$10 per full page per issue, for camera-ready copy (photographs extra charge). No partial-page display ads accepted.

The Calgary Philatelic Society was founded in 1922. It is Chapter 66 of the Royal Philatelic Society of Canada and Chapter 1360 of the American Philatelic Society. The C.P.S. may be contacted at Box 1478, Calgary, Alberta, T2P 2L6.

Membership dues for the 1993-94 season are \$10, plus a \$5 initiation fee for new members.

1993-94 EXECUTIVE

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MEMORIES OF WAR
by Bob Monilaws

Half a century has slipped by since that awe-inspiring day on June 6, 1944, when the soldiers, sailors, and airmen of the Allied Expeditionary Force set forth across the English Channel to free enslaved Europe. To this day I often wonder if we realize the months of careful planning that went into this venture, code named Overlord, to transport a fully equipped army of nearly 90,000 men over the Channel and, once they had a foothold, to maintain that army. Things such as relief, hot meals, mobile laundries, mobile showers, the care and evacuation of the wounded, and the evacuation of the Prisoners of War.

In those dark days after the fall of France in 1940, Britain stood alone and almost defenceless; the whole world thought that Britain was doomed. A person has only to look at a globe, not a flat map, in order to actually visualize just how hopeless it looked, but little did the world know at that time that the true spirit of the British people was about to emerge.

With the fall of France this left the entire British Army hopelessly trapped at Dunkirk. Things could not get any worse. At this time my future father-in-law was employed at His Majesty's Dockyards in Portsmouth, when the call went out to everyone, "Can you drive a boat?". "What kind of boat?", was the reply. "Any kind.", came back the answer. My future father-in-law was 'missing' for about a week and when it was all over, they had evacuated more than 380,000 men from Dunkirk to fight another day.

At right is the propaganda leaflet the Nazis rained down on the British troops trapped at Dunkirk. They could not have come at a more opportune time because guess what they were running out of!

[continued next page]



Camarades!

Telle est la situation!
En tout cas, la guerre est finie pour vous!
Vos chefs vont s'enfuir par avion.
A bas les armes!

British Soldiers!

Look at this map: it gives your true situation!
Your troops are entirely surrounded —
stop fighting!
Put down your arms!

I believe at this time the only defence Britain had was one division of Canadians under General Andy McNaughton, and he had them moving from one place to another in order to give any enemy observation planes the impression that there was a formidable force in England. For this they were given the nickname of "McNaughton's Travelling Circus".

After completing my infantry training at Currie Barracks in Calgary, plus a few other courses, I sailed for England in July 1941 on board the Duchess of York. I have a Paquebot postcard with this ship on it (see below); it was sunk by enemy action later in the war. We docked at Liverpool and stayed on board ship overnight. To this day when I look back at this incident, I think are they trying to kill me before I set foot on the British Isles? To stay on board ship in any harbour during 1941 was really courting disaster.

POST : CARD

COMMUNICATIONS

On Board 17 DEC 1938

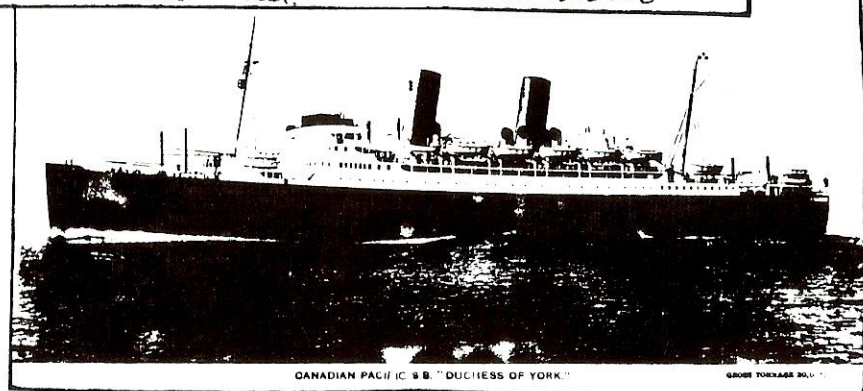
A REAL PHOTOGRAPH

PAQUEBOT
POSTED AT SEA



Dear Effie -
We are finally in sight
of Ireland and Scotland and boy
does that look good. I guess
it wasn't so rough but we are
all poor sailors. I was sick
one day but not really down
and out so it wasn't too bad.
We landed tonight Friday and played
in Glasgow Saturday night. They
sure don't give us much chance
to get over the top. Well write you
later. Love,
Tom

Miss E Johnston
902 Mc Dougall Rd.
Calgary
Alta.
Canada



CANADIAN PACIFIC S.S. "DUCHESS OF YORK"

GROUP FORGIVEN BY

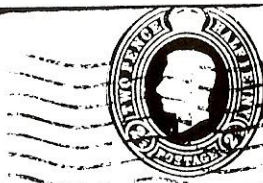
It was not long before I became accustomed to the British way of life and their peculiar words. A freight train was a goods train, a drugstore was a chemists, a wrench was a spanner, and so on. One weekend when I was on a pass and courting my fiancé in Portsmouth, I got her bed while she slept on the chesterfield. When you are used to living in a tent with a sack full of straw for a mattress and just four old grey army blankets, it will take a lot to get you out of a nice soft bed with all the luxuries. On this particular night the air raid sirens went about 02h00. My fiancé came running in and said we had better get to the air raid shelter. These shelters were called Anderson shelters, and alternate houses up the block had them in the backyard. Ours was across the street.

I told her to go back to bed as they were probably going inland. She replied "No they are not". They weren't; you could hear them flying between the chimneys. It did not take me long to move as I helped her and her folks into the shelter. The bomb landed somewhere, lifted me up, and dropped me down the stairs at the shelter entrance. We could hear bricks and chimney pots landing all over the place. After a while the "All Clear" sounded. We went into the kitchen of the house where the shelter was, and do you know what those English did? They sat down and had a cup of tea. This is when I knew for certain that Hitler was not going to beat these people.

We went across the street to our house. These were row houses and the bomb had landed in the back yard of the third house up; two Anderson shelters were gone, along with the people in them. The house next door was condemned and ours was almost. It was a mess, and my lovely bed was full of bricks, plaster, and glass.

The next day we went for a walk. We stopped in front of an artist's supply store, and my eyes became glued to a painting of a soldier kneeling in church, with the caption underneath "We kneel only to Thee". I thought if ever a painting depicted the British people, this was it. I must have gazed at it for along time, because when I came down the following weekend, my fiancé had purchased it and had it all framed for me. I have that painting yet and would not part with it for anything.

EXAMINER 1850



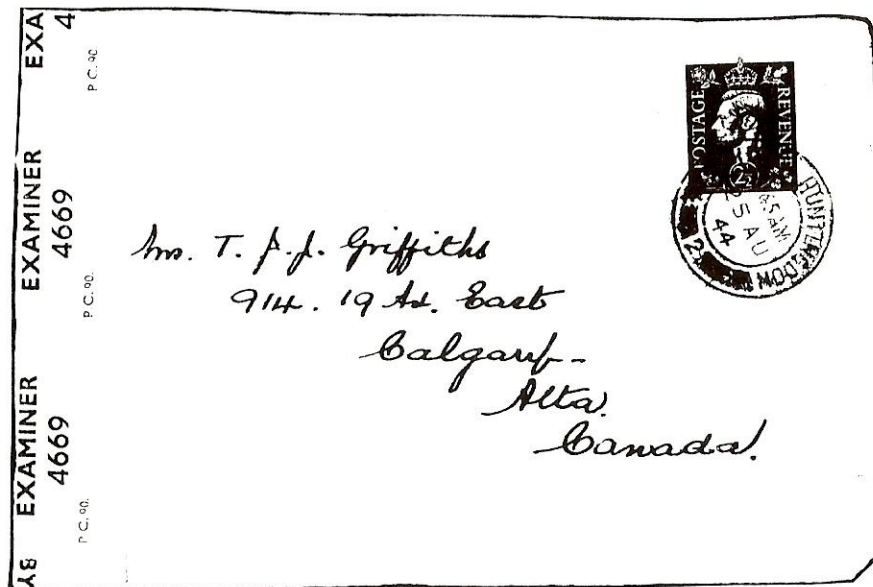
Mrs. T. J. Griffiths
914. 19 Av. East.
Calgary -
Alta.
Canada

Whenever I came across a letter with a war-time date on it, I like to remember what I was doing on that particular date. I have three of these, all with wartime censor seals on them.

The first one is at left here, dated May 4, 1943. At this time we were putting an addition onto Bramshot Military Hospital, which was up the hill between Haslemere and Liphook.

[continued next page]

The second cover is dated August 25, 1944. At this time I was in the Royal Canadian Engineers Re-inforcement Unit, at Cove, north of Farnborough, which is north of Aldershot. I was taking a crash course in mines, demolitions, and Bailey bridges.



The third cover is my favourite, dated May 7, 1945. It was on April 28, the day before my 25th birthday, that we had taken the 8th Infantry Brigade over the Ems river in assault boats into Leer, Germany. We had a few casualties; the next day, my birthday, we cleaned up the assault site and returned to our camp in Nordhorn, Germany, which is just over the border from Denekamp, Holland. A few days later a typical army rumour started that it was all over, and then on May 7 we knew it was all over for sure. I think we were pretty well stunned for a while, and could not grasp the significance of the words "all over".

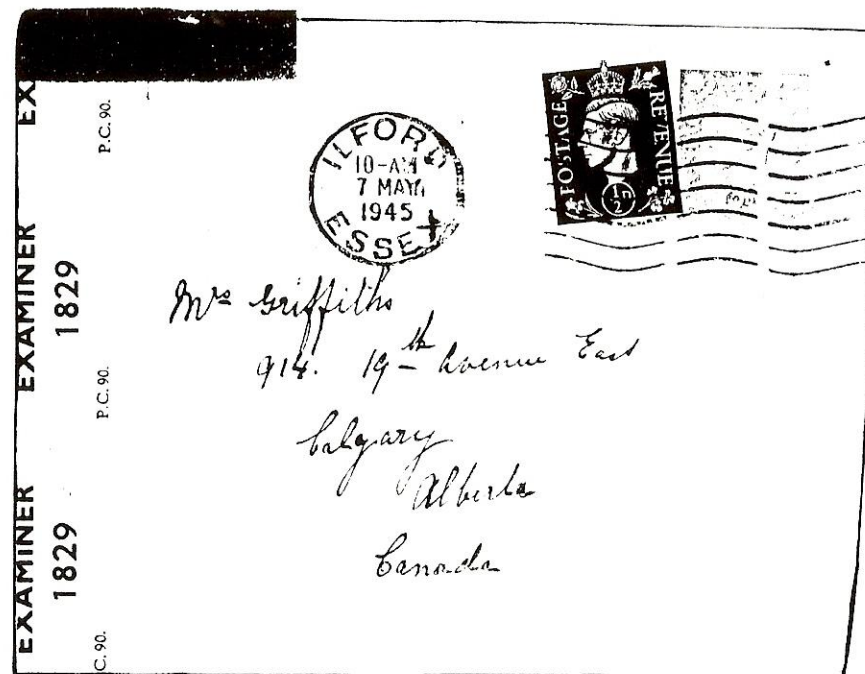
It did not take long for the powers that be to start the wheels of repatriation rolling. We were given a long and official document to read very carefully and sign in one of the allotted spaces. Our choices were: 1) to volunteer for the Army of Occupation, 2) to volunteer for the Far East, or 3) demobilization and return to civilian life. As I had about 5½ years of it, I chose 3).

They selected you on the point system. I believe you got one point for each month in Canada and two points for each month overseas. As I came very high up the ladder, I was one of the first selected. Then you had a choice of seven days leave in England and thirty days leave in Canada or vice versa. My wife and daughter were in England, so I chose thirty days in England and seven days in Canada. What they did not tell you, in typical army fashion, was that you were going to get thirty days leave in Canada anyway, so I had two thirty-day leaves. While we were waiting to move, we moved into Holland and the people there put us up in their private homes. All the people of Holland treated us like kings, as they found it very hard to believe that every Canadian there was a volunteer come thousands of miles to fight for Holland.

General Eisenhower sent the following telegram to the combined Chiefs of Staff at the end of hostilities: "The mission of this Allied Force was fulfilled at 3 a.m. local time May 7, 1945".

I arrived in England sometime in July and was on my leave when Japan surrendered. Every serviceman on leave was told to take two extra days. I sailed for home in September 1945 on the good ship "Scythia", and I am still looking for a postcard with this ship on it for my memories. After spending thirty days leave in Calgary, I was finally processed and discharged at Mewata Armouries. One thing I remember of this procedure was that you went from one table to another as they sorted out your gratuities, pay, and medals. At the very last table stood an officer. He handed me five packets of cigarettes, shook hands with me, and said:

"Thank you for your services."



AIRGRAPH LETTERS OF WORLD WAR TWO by Jim Karr

I have noticed a number of ads in newspapers and magazines of planned tours to England and France to attend the 50th anniversary celebrations of D-Day, which was June 6, 1944. Many of the tours will continue on to visit the landing sites in Normandy, as well as battle areas such as Caen in France, and Arnhem and Cologne in Germany. 50th anniversaries are special occasions. This has prompted me to dig out some of my wartime souvenirs and recall where I was and what I was doing at that time in the Air Force.

After graduating from No. 12 S.F.T.S., Brandon, Manitoba, with pilot's wings on Friday, March 13, 1942, I was posted to England. There was a surplus of Canadian aircrew for the RCAF squadrons, so I was one of many loaned to the RAF where I served for the three years I was over there. The RAF decided that I was to be a flying instructor at No. 11(P) A.F.U. at Shawbury airport near Shrewsbury. At the Advanced Flying Units, graduate pilots of the Commonwealth Air Training Plan from Australia, Canada, New Zealand, and South Africa were introduced to wartime black-out flying conditions. With so much terrible weather, conditions of low cloud and fog, all pilots were required to take a B.A.T. (Beam Approach Training) course. I was an instructor on one of these units at Wymswold Airport near Loughborough in the Midlands, from June 1943 to January 1944.

These courses lasted two weeks and were really intensive, with each student doing twelve hours of simulated instrument flying in a Link Trainer and twelve hours of beam training in the twin engine Oxford aircraft. When flying the beam, a steady hum comes through the earphones. If you get to the left of the beam, a dot/dash signal replaces the hum. The right side of the beam gives a dash/dot signal. After a few hours of practice flying, slight corrections right or left on the compass heading will keep you on the beam.

One of my Airgraph letters, written home to my mother while I was stationed at this B.A.T. school, has survived (see next page for illustration). The Airgraph system was adopted by the Canada Post Office in November 1941 to speed up correspondence to and from the Armed Forces. Frequent and steady correspondence was a great morale booster. The original written Airgraph forms were photographed on a roll of film 5/8" wide by 100' long. Each roll of film weighed only 7 ounces and contained fifteen hundred messages. The films were air carried across the Atlantic and processed through an automatic developer onto sensitized paper 4 1/2" wide. The paper was developed, dried, and then cut for each message. The messages were folded, placed into a window envelope, and put into the mailstream. This system saved a great deal in weight and space compared to individual letters.

I wrote the Airgraph shown next page on January 3, 1944. It is postmarked LOUGHBOROUGH/LEICESTERSHIRE on 5.30 PM/4 JA/44. The envelope is dated JAN 21/5 PM/1944 when placed in the mail in Canada. The back bears a CDS receiver postmark, EMPRESS/ALTA JAN 24/44. This particular Airgraph took three weeks to reach my mother, though most took about two weeks.

After finishing my tour of instructing, I was posted to an OTU (Operational Training Unit) for multi-engine bombers, where crews were formed of a pilot, navigator, bombaimer, radio operator, and two gunners. We were in the middle of our training course when D-Day happened, so were not involved there. By mid-July 1944, we were with RAF 76 Squadron, where we flew 33 missions, about half daylight trips and half night trips. Our last mission was the night of January 2, 1945, to a target near

[continued next page]

Calgary Philatelist #8 (1994)

Mannheim. What a celebration we had after our Commanding Officer told us at debriefing in the OPS-Room that it was our final trip, and we would all be going home to Canada!

Write address in large BLOCK letters wholly within this panel

TO:- MRS. RAY M. KARR.
EMPRESS, ALTA,
CANADA

597233

Write the message very plainly below this line.

JAN 3/44

Sender's Address: JIMMIE E. KARR J.S.
RCAF OVERSEAS.

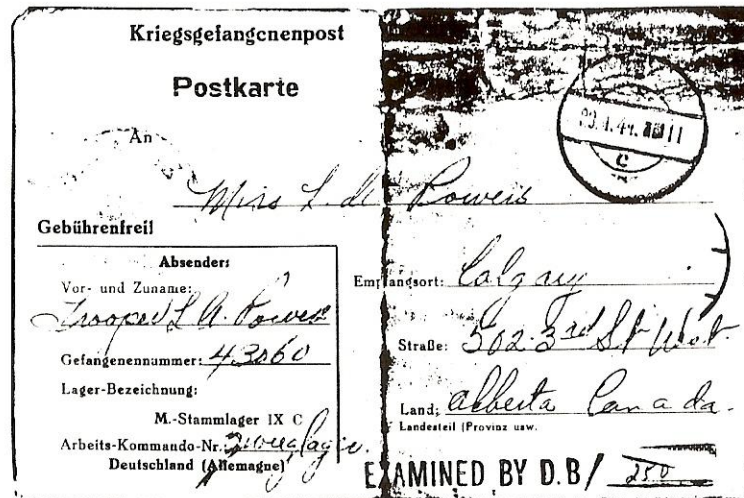
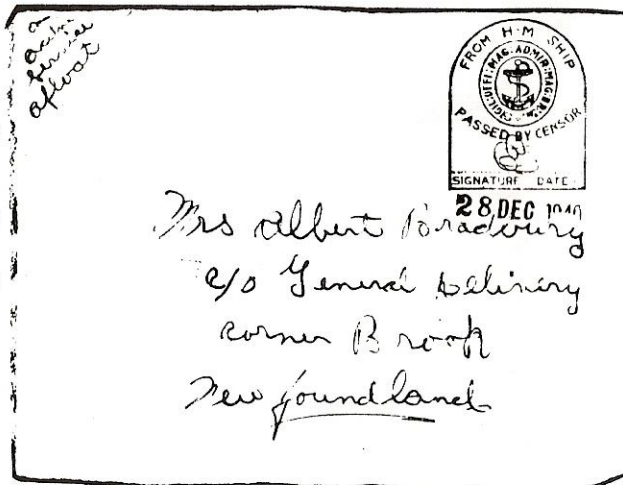
Hi Mom,
It must be just about a week since we
wrote. I'll be one of those hoping it
was a bit better time.



D-DAY
by Perry Holinshead

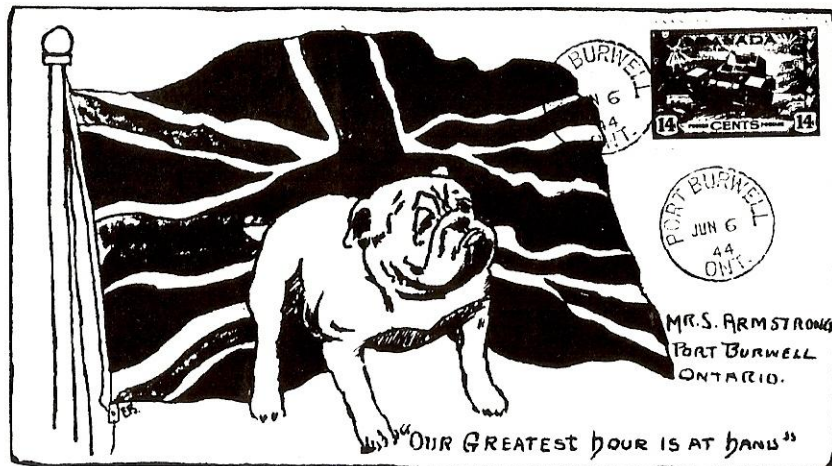
Where were you on June 6, 1944? Some of our readers may not have yet been born. Some may have been too young for it to have any significance. For some of our older members there will be mixed memories.

To be perfectly honest, I cannot remember where I was myself. I know I was somewhere on a newly commissioned Navy diesel tug enroute from Owen Sound to Québec City. Of course, television had not been developed, the daily paper was not delivered to our door, and the only radio on board was for Navy communications and none of us had yet been briefed on its use. News was usually stale by the time we heard it.



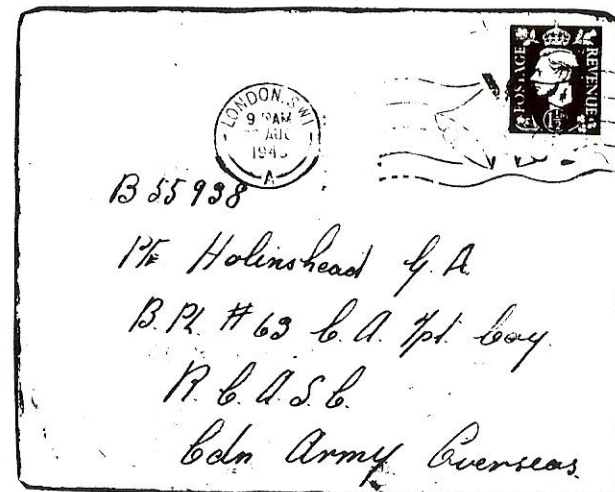
P.O.W.
mail from
Stalag IX

The news was probably equally stale for Trooper Les Powers by the time he heard it. He had been wounded and taken prisoner at Dieppe, and was in Stalag IX. His sister, who later became my wife, was a WREN working in the dockyard at Halifax. My brother was "somewhere in England", while my sister's husband was "somewhere in Italy".



Patriotic
cover dated
on D-Day.

Somewhere
in
England



HAVE GAVEL, WILL TRAVEL ...

... was the title of an illustrated talk given by David Boyd to the CPS at a special called meeting on Thursday, March 10. Mr. Boyd was travelling through Canada on behalf of the Phillips auction house and was in Calgary this one day only. About 40 members turned out to hear his humorous stories about auctioning the finest and rarest philatelic items. He has been a Director of the company for twenty years and a philatelist for thirty-five years, being active in many philatelic organizations. Phillips was founded in 1796 and held its first stamp auction in 1894.

Boyd had many funny stories, such as his example of the world's first crash cover, an 1843 pigeon post letter from Paris to London. Unfortunately the flight was interrupted as the bird neared home and was brought down by a farmer looking for dinner with his shotgun. Boyd showed a sheet of stamps that sold for an excellent price partly because it was small enough to fit on a standard album page, whereas many large sheets sell for less because of the difficulty of displaying them. And if you are selling a large collection, Boyd recommended that you sell the worst items first. Keep the good items as long as you can, since they will increase in price at a better rate.

A most enjoyable evening all around. Marion Munro supplied the refreshments and Don Wilson arranged for the coffee. Jim Taylor is to be thanked for his efforts in bringing Mr. Boyd before our club.

BNAPSERS IN THEIR NEW HOME

For the past four decades, the Calgary Regional Group of the British North America Philatelic Society has carried on without interruption. They have usually met in member's homes but recently established themselves in new quarters at the Museum of the Regiments, CFB Calgary. The Museum is easy to get to, being just off Crowchild Trail at the Flanders Avenue interchange, across from Currie Barracks. The first meeting in their new home was April 13, and was preceeded by a tour of two of the exhibit rooms. One room displayed the history of the Calgary Highlanders, the regiment of the late Sam Nickle, who was for many years the dean of Calgary philatelists. Another room had displays of various military units, including the 50th Battalion, once commanded by Dr. E.G. Mason, founder of the Calgary Philatelic Society. The Museum of the Regiments is free admission and well worth the trip. It is not the usual boring rows of glass cases, but rather makes extensive use of multimedia and dioramas. Calgary BNAPSers will be meeting there on second Wednesdays except July and August, starting at 730 pm.

COWTOWNERS IN EDMONTON

At the Edmonton show in March, Calgarians won a number of awards. They were Bill Pawluk on Canada rate covers (vermeil and PHSC certificate), Jim Karr on duplex cancels (silver), Ed Harris on pioneer prairie post offices (vermeil), and two for Jim Taylor, who exhibited on St. Pierre & Miquelon (vermeil, AAPE pin) and Stavanger, Norway (bronze).

ABOUT CIRCUIT BOOKS by Ernie Bell

The purpose of circuit books is to provide a means for members to buy and sell one another's stamps at reasonable cost, thereby increasing the chances of filling-in missing stamps in your collection and increasing your enjoyment of this hobby.

Procedure for selling stamps.

1. All books must be plainly marked as follows.
 - a) Country or Content on front cover.
 - b) Your membership number on front cover.
 - c) Catalogue name and year of issue on inside front cover.
 - d) In the space provided below the stamps:
 - i) catalogue number
 - ii) catalogue value
 - iii) net selling price
 - e) Complete "Value of book" for each page and on inside front cover.
2. Damaged or faulty stamps must be clearly marked. Be fair to your fellow members.
3. Stamps must be placed only in spaces provided, not on backs of pages or covers.
4. Do not glue down stamp mounts or other holders solid on pages. This is necessary in order that vacant spaces can be stamped when stamps are sold.
5. Use good quality hinges to avoid loss of stamp(s); they do receive much handling. Masking tape, etc. tears the back of stamps.
6. A commission of 15% of total sales per book will be charged with a minimum of 25¢ per book.

Procedure for buying stamps.

1. CHECK EACH BOOK BEFORE TAKING OUT ON CIRCUIT! Failure to make sure all empty spaces are stamped may make you responsible for loss. When returning circuit books, lost books or vacant spaces are your responsibility.
2. After removing a stamp from a book:
 - a) Complete a list, on the form provided, showing the book number, page number, and the net value of the stamp. The list can be used for more than one book.
 - b) Total the list(s) and return circuit book and payment.
 - c) Write your member number or initials in the vacant space.
3. Remit payment by cash or personal cheque made payable to the Calgary Philatelic Society.
4. DO NOT write in or mark the books of other members. If there is a problem, contact the Circuit Book Manager.
5. Books are to be returned within one month.

Closing of circuit books.

Circuit books are closed each year during the first two weeks of June. Books are not allowed to be taken out after the last auction in May and MUST be returned by the June meeting. All books turned in before December are automatically closed. Books turned in after December are only closed if 60% of the stamps, or of total value, have been sold. Exceptions are made, of course, if a member is moving from the city or other unusual circumstances.

By being considerate of our fellow members, we increase enjoyment for both of us. If you have any concerns or suggestions regarding circuit books, please do not hesitate to call me at 288-3042.

THE WEEKEND THAT WAS

April 22 to 24 was the usual spring event for Calgary philatelists, with BNAPSers hosting their annual seminar session and the minishow Stamp Day on Sunday. The event began Friday evening with a social and no-host dinner put on by BNAPSers at the International Hotel. The following day was taken up by a series of seminars by John Arn (Elizabethan Study Group), Chuck Firby (1859 covers), Dale Speirs (design errors on stamps), Bill Topping (steamship mail), and John Keenleyside (postal history). Chuck Firby is President of BNAPS and in that capacity also gave a brief talk on the current state of the society. There were BNAPS circuit books, a silent auction, and an evening banquet.

On Sunday, philatelists moved over to the Chinese Cultural Centre for Stamp Day. There was a dealer bourse of sixteen tables, club activities table, and 28 frames of exhibits. The exhibits were part of a one-frame challenge. Don Wilson took gold for travelling post offices of Victoria, Australia. Robert Bayes of Vancouver won silver for a display of Admiral booklets and panes. John Arn (Colbert, Washington) received bronze for a single-stamp study of the Canadian John McCrae stamp. There were also non-competitive frames showing items from the CPS Archives such as covers, photos, and the actual minutes of the first CPS meeting in April 1922.

Helping stage the weekend event were Steve Davis (Stamp Day), Hugh Delaney (BNAPS seminars), Ed Harris (exhibits), Mike Reid (silent auction), Arno Kolster (audio-visual equipment), Jim Karr (BNAPS treasurer), Jim Taylor (hospitality), Phil Wolf (frame setup), Bill Wilson (BNAPS circuit books), Ernie Bell (CPS circuit books), and others whose names escape me at the moment (apologies in advance).

Sponsors for the BNAPS meeting were Bow City Philatelics (hospitality suite), Clyde Vincett Ltd. (Saturday activities), and Calgary Stamp Shop (wine at banquet).

ONE-FRAME CHALLENGE ... A CHALLENGE!

by Ed Harris

Stamp Day 94 was a fun day for all. Lots of dealer tables to visit and a very nice showing of one-frame exhibits (16 pages) to peruse. Even the weather co-operated and provided a dull, showery day which enticed collectors to the exhibit room rather than to try a little gardening.

The "One-Frame Challenge" turned out to be a challenge for the judge as well as the exhibitors. Fitz Roett, an experienced exhibitor and nationally-accredited judge, kindly consented to judge the 25 entries. To the uninitiated this would seem to be a comparatively easy thing to do. However, one-frame exhibitions are quite new and rules for judging are just now beginning to be formulated. A second judge, Chuck Firby, President of BNAPS, was to have been available but because of family illness had to return home to Michigan. In his place, Jon Johnson agreed to assist. We appreciate the time and effort of these two members. Following the exhibition, the Chief Judge commented that "at least ten or twelve of the 25 exhibits judged were in the running for medals, and we had a very difficult time selecting the three finalists."

The One-Frame Challenge seems to be quite popular with exhibitors. To prepare an exhibit of 16 pages seems to be a far less daunting task than the usual 64 or more often attempted by first-time exhibitors in a traditional stamp show. Potential exhibitors should begin thinking now about CALTAPEX 94; it is probable that the One Frame Challenge will form part of this annual show.

SMALL ADVERTISEMENTS

These ads are free to paid-up members of CPS. Mail your ads to Dale Speirs, Box 6830, Calgary, T2P 2E7, or hand them to me at general meetings. Next deadline is September 7 for the October bulletin.

TRADE: Will trade Canada #130 new NH for #133 any condition. Call André at 284-9537.

WANTED: Booklet singles or multiples used on cover, any era. Price individually, as a batch, or ask for my offer. Will give generous trade of MNH Canada for items I need. Call Ed Harris at 274-0021 or see me at any meeting.

FOR SALE OR TRADE: Russian and Ukrainian stamps and covers. Call Andrew Avramenko at 236-2037.

WANTED: Small town cancellations for Alberta and Saskatchewan closed post offices. Preferred on cover but will accept on piece and on stamp. Phone Al at 282-1030.

FOR SALE: "History of the Calgary Philatelic Society" for \$2 from Dale Speirs at meetings. By mail, add an extra \$2 for postage and remit to CPS, Box 6830, Calgary, T2P 2E7.

WANTED: Recent Canadian stamps on paper in the form of unsorted charity mix or commemoratives only, any amount, best price paid, steady supplier preferred. Call Mirko Zatka at 547-1435 evenings with description.

FOR SALE: OLYMPLEX 88 show catalogue and first-day cover. Catalogue has articles on Calgary postal history, Olympic and sports philately. \$5 from Dale Speirs at meetings. Mail orders add \$1 extra for postage and remit to CPS, Box 6830, Calgary, T2P 2E7.

WANTED: Sunny Alberta. Alberta town cancels, covers, postal history, Edmonton and Alberta postcard views. Write to Keith Spencer, 5005 Whitemud Road, Edmonton, T6H 5C2.

OLDEST MEMBERS

Sid Richardson, you will recall, was honoured by the CPS earlier this year for 65 years of continuous membership. Ed Harris and Dale Speirs have been writing letters about this to appropriate philatelic journals. We were thinking this was a record, but the 1994-3-12 issue of STAMPS reports on a 69 year philatelist. Capital City Philatelic Society (Pittsburg, Pennsylvania) was founded on March 4, 1925. Of the eight founding members, Vernon E. Bressler is still alive and collecting at age 90.

POSTAL HISTORY SOCIETY OF CANADA

There is a strong interest in postal history amongst CPS members. They may wish to know of the above-named society, which publishes an excellent quarterly. PHSC JOURNAL averages about 76 pages, packed with solid articles on all aspects of Canadian postal history. Membership is \$12.50 per year from the PHSC, c/o R.F. Narbonne, 216 Mailey Drive, Carleton Place, Ontario K7C 3X9.

MEETINGS AND SPECIAL EVENTS IN 1994

June	1	Election meeting
	15	Auction
	22	Auction
September	7	General meeting
	7	Deadline for October bulletin
	21	Auction
	28	Auction
October	5	General meeting
	19	Auction
	21 to 23	CALTAPEX 94
	26	Auction
November	2	General meeting
	2	Deadline for December bulletin
	16	Auction
	23	Auction
December	7	Wine and cheese party

MEETINGS and AUCTIONS are at Kerby Centre, second floor, 1133 - 7 Avenue SW, at 730 pm. Auction lots should be in before 730 pm to allow bidder viewing.

CALTAPEX 94 is at Chinese Cultural Centre, 197 - 1 Street SW.

STUDY GROUPS

Calgary Regional Group of the British North America Philatelic Society meets second Wednesdays (except July and August) at the Museum of the Regiments, on the east side of Crowchild Trail off the Flanders Avenue interchange. Details from Arno Kolster at 284-4239.

Australasian Study Group meets third Wednesdays. Contact Don Fraser at 275-0809.

Great Britain Study Group meets every second month. Call Bruce Irvine at 938-7027.

BEAT THE SEPTEMBER RUSH!

June 30 is our year end, and time to renew for 1994/95. There has been no change in dues; they are still \$10 per year. Mail to John Van Staden, #54089 - 2640 - 52 Street NE, Calgary, T1Y 6S6.