



Bringing stamp and postal-history

collectors together since 1919

BC Philatelic Society NEWSLETTER

21-10-34 Hier à l'aérodrome de Milkenhall (Suffolk) a été donné le départ de la course aérienne Angleterre - Australie. Le départ du "Cyclone" piloté par Parmentier et G. Moll, qui sont actuellement seconds.



The Race is On!

Beginning today — and continuing over the next few newsletters — BCPS aviation correspondent Bob “Jumpseat” Ingraham takes you for a *wild ride* at *death-defying* speeds (complete with the occasional *crash* landing).

Fasten your seatbelts... it's going to be a *bumpy* edition!

Important Notice: Effective May 5, 2008, there will be changes to the BCPS meeting schedule. Please see the back page for more on this important update.

Goodbye Vanpex

Hello BC150!



Mark June 21, 2008 on your calendars for the big, little exhibition

BC150 Stamp Show

by Trevor Larden

After the BCPS annual general meeting in 2007, it was obvious that Vanpex would not be held in 2008. Now, in the wake of the 2008 AGM, Vanpex in 2009 is also unlikely because there aren't enough volunteers to make it viable.

I think that stamp shows are important for the club. Accordingly, last fall, I suggested planning a simple, one-day show. And now, it's well into the planning stages.

It's being called "**BC150**," in commemoration of the 150th anniversary of the founding of British Columbia. It's scheduled for 10 a.m. to 4 p.m. on Saturday, 21 June 2008, in the Community Room of West Burnaby United Church, 6050 Sussex Avenue, Burnaby, B.C.

Derren Carman, co-chair along with myself, has leapt in, designing show covers, "local post" **BC150** labels, and a poster. He is also serving as exhibits chair.

We will have a bourse of eight dealers, including the following:

- Jim Miller (Postal history & postcards)
- June Gibson (Worldwide stamps)
- Tom Watkins (Postal history)
- Aiden Butterfield (Worldwide stamps)
- Wayne Dodds (Worldwide stamps)
- Bob McGillivray (Worldwide stamps)
- Brian Gosselin (Worldwide stamps)
- Peter Jensen (Worldwide stamps & postal history)

Along with the bourse, and a planned total of 68 frames submitted by club members and others, we *should* have a show. (Frames are being restricted to three per exhibitor to give everyone a chance to exhibit.) However, relatively few members have so far applied to exhibit. The prospectus and application form are available on the Society's web site at www.bcphilatelic.org.

Frame delivery, set-up, take-down and return have still to be worked out. However, we need volunteers (please) plus transportation to and from the frames, which are stored at Mike Sagar's home in Richmond. Help make **BC150** a success!

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BRITISH COLUMBIA PHILATELIC SOCIETY'S ONE DAY SUMMER STAMP SHOW



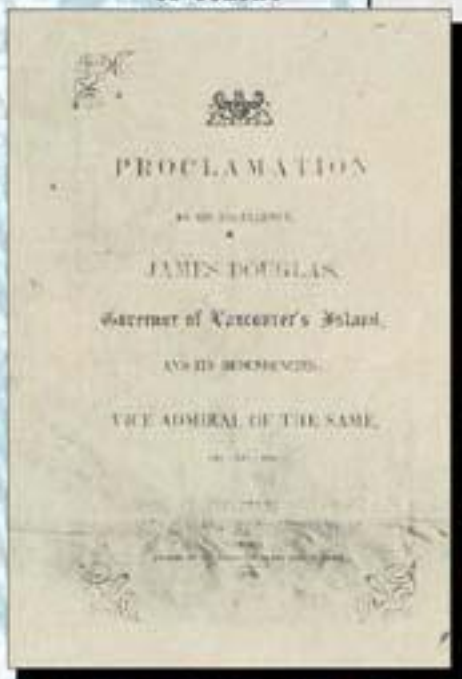
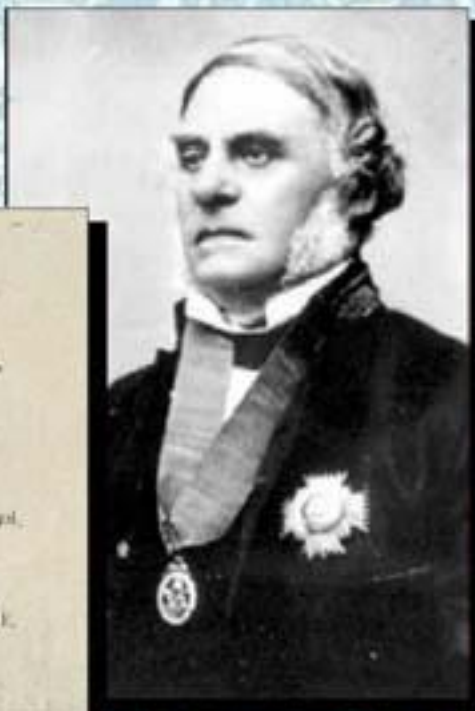
BC150

SALUTING THE 150TH ANNIVERSARY OF THE FOUNDING
OF THE COLONY OF BRITISH COLUMBIA, 2 AUGUST, 1858

MOST POPULAR
EXHIBIT DRAW

TWO CENTS
8 DEALER
TABLES

PROCLAMATION
OF COLONY



JAMES DOUGLAS
FIRST GOVERNOR
OF THE COLONY OF
BRITISH COLUMBIA

60+ FRAMES OF
JUDGED EXHIBITS

SPECIAL SHOW
STAMP & COVER

50/50
DRAWS

FREE
ADMISSION

B.C. PHILATELIC
CONSIGNMENT TABLE

TEA AND
COFFEE

SHOW TIMES: 10AM TO 4PM
SATURDAY, 21 JUNE, 2008
IN COMMUNITY ROOM OF
WEST BURNABY UNITED CHURCH
6050 SUSSEX AVENUE, BURNABY, B.C.

For further information email Trevor at: nanbelican@netscape.net or Derren at: verdraco@uniserve.com

Triumph & Tragedy



The brief glory, violent crash, and
reincarnation of the DC-2 *Uiver*

By Bob Ingraham

Part 1 – *Glory*

The England-Australia Air Race of 1934 remains a unique event in aviation history. It halved the flying-time from Europe to the Far East, so paving the way for long-distance commercial aviation.... Arthur Swinson, *The Great Air Race*

The MacRobertson race was the premier event of the Centennial Celebrations of Melbourne. It was named after Sir Robertson MacPherson, a candy manufacturer who put up \$75,000 in prize money; “MacRobertson,” as he preferred to be called, believed that Australia’s economic development depended on efficient air transport.

The race was organized by the Royal Aero Club of Great Britain. Elaborate rules stipulated that there would be a speed race and a handicap race based on a complex formula that would give an equal opportunity to each of the 20 entrants representing five countries — Great Britain (8), the United States and Australia (3 each), Netherlands and New Zealand (2 each), and a single entry from Denmark. The race would begin at a disused Royal Air Force base at Mildenhall, near London, and end at Flemington Racecourse, Melbourne. Only four stops for fuelling were required; otherwise, pilots could land wherever they wished.

The *Uiver* created a sensation when it arrived at Mildenhall on October 15. Even King George V and Queen Mary requested a tour of the aircraft. Also attracting attention were three twin-engine de Havilland Comets, purpose-built aircraft of unique plywood construction that would serve as the prototype of the famous Mosquito fighter-bomber of the Second World War. And there was another American aircraft that grabbed attention — a Boeing 247 fitted with extra gas tanks. The MacRobertson race

began early on 20 October 1934. The *Uiver* took off at 6:20 a.m. GMT, flying as an ordinary airliner with four smartly uniformed crew, three passengers, and mail. It would land not only at the required airports across Europe, the Middle East, Asia, and Australia, but also at 12 other cities it would serve when it began scheduled service in December. In fact, it thumbed its metaphorical nose at the other racers by purposely adding more than a thousand unnecessary miles to its route.

The *Uiver* didn’t win either the speed race or the handicap race the speed race — those honors went to the scarlet-red Comet *Grosvenor House*, which landed at Flemington Racecourse only 71 hours after taking off from Mildenhall. The *Uiver* came in second in terms of time, landing at Melbourne 19 hours and 13 minutes later than *Grosvenor House*; because the rules stipulated that no one aircraft could accept two prizes, the first-place handicap prize was awarded to the *Uiver*.

The *Uiver* might have landed even sooner, but the previous night it had encountered a fierce electrical storm between Charlesville in Queensland and Melbourne, and lost radio contact with the ground. Radio stations soon reported that the *Uiver* was missing, and people all over southwestern Australia turned their eyes to the stormy sky.

The electrical engineer of Albury in New South Wales began flashing the city’s lights, spelling out “A-L-B-U-R-Y” in Morse Code. Shortly after midnight, the *Uiver* was heard circling overhead; the crew had correctly read the Morse signal and at 1:30 a.m. local time made a hair-raising landing on Albury’s muddy racetrack, which was lighted by automotive headlights: Albury’s radio station had broadcast a plea for every owner of an automobile or truck to drive to the race track to provide illumination.

The *Uiver* was literally stuck in deep
SEE “**UIVER**” ON PAGE 5



“UIVER” cont. from page 4

deep mud in Albury for the rest of the night. The next morning, scores of able-bodied men gathered to pull it free with ropes and send it on its way to Melbourne, minus its passengers and their luggage. (The B-247 came in third in the speed race, landing two hours and 42 minutes after the *Uiver*.)

Flying anywhere in the 1930s could hardly be considered safe, and so it was when the crew of the MacRobertson race took on the challenge of flying halfway around the globe. Only 12 of the 20 aircraft which took off from Mildenhall managed to reach Melbourne. Engine problems forced two British fliers to land in France, and on Oct. 22 they were killed in a crash at Foggia, Italy. Seven other aircraft were forced to withdraw because of mechanical problems and landing mishaps. The *Uiver*'s victory catapulted KLM and Douglas Aircraft into prominence. Queen Wilhelmina of Netherlands radioed her congratulations to the crew, and a few weeks later the *Uiver* flew home to a royal welcome and the adulation of virtually every Dutchman.

In the 17th Century, Dutch seafarers made Amsterdam the mercantile capital of Europe; now, in the early 20th Century, Dutch airmen brought their nation to the forefront of international commercial aviation.

Covers that were carried on the *Uiver* to and from Australia have remained on collectors' want lists ever since the race. They include those that were posted from Europe to Australia, forwarding covers that were used to return the race mail by sea to Europe, and covers that were transported by the *Uiver* on its way back to Amsterdam. Souvenirs of every description, from ashtrays to spoons and wall plaques to commemorative booklets, were soon produced and are still collected to this day.

Although more than 70 years have passed since the *Uiver* touched down at Melbourne, it's a rare Dutchman

who does not have at least a passing knowledge of its role in Dutch aviation history. However, if the *Uiver* had simply lived out its natural life, plying the route between Europe and Asia for a few years before the introduction of the DC-3 airliner in 1937, would it be remembered as well today? Probably not, because what happened to the *Uiver* soon after it returned to Netherlands became the stuff of aviation legend.

In the next installment of *Triumph & Tragedy*, learn how the *Uiver* came to grief on its very first scheduled flight.



Clockwise from left: 1) Mail transported on the *Uiver*'s race flight carried this red commemorative handstamp impression. “PH-AJU” – represents the airliner’s registration, “PH” for Netherlands, “AJU” for the *Uiver* itself. 2) One of several labels produced for Melbourne’s centennial celebrations in 1934. The international air race was the biggest event of the celebrations. 3) This attractive Netherlands airmail stamp was required on special KLM Airlines airmail flights made starting in October, 1933. 4) Winning first place in the speed division was the de Havilland Comet, *Grosvenor House*, shown on the ground at Flemington Racecourse, Melbourne. It was one of three identical aircraft expressly built for the race. **Previous Page: Top)** *Uiver* touches down in Melbourne, halving the previous best time for an airliner flying from London to Melbourne and ushering in the modern age of commercial aviation. **Bottom)** As the race drew near, the London Times provided extensive coverage. This illustrative map shows the required stops – control points – between Mildenhall, near London, and Melbourne.

Photo art on cover: depicts *Uiver* aircraft at start of race. French handwriting incorrectly calls it the “Cyclone,” perhaps mistakenly referring to the DC-2’s Wright Cyclone engines. C’est la vie.

Duff Guide: Adventures in Africa

Our intrepid correspondent covers the globe by aerogramme. This edition, Duff takes us for a trip to the Belgian Congo complete with in-flight movie

According to Wikipedia, Kikwit is a city lying on the Kwilu River in the southwestern part of the Democratic Republic of Congo. The population is about 149,000. An important commercial and administrative centre, it is home to a stadium and is known for its traditional dances, particularly the Bapende dancers whose geographic origin centers

around the village of Gungu in present day Bandundu Province. Bapende dancers often wear traditional costumes comprising colorful masks and attire from raffia. Kikwit is also home to an airport.

Unfortunately the area also has its share of tragedy, as the city saw one of the few outbreaks of the deadly Ebola virus in 1995.

Dibaya Lubue is along the same river to the northeast. I can't find a reference to Julien Pincket therein, but I can find references to a Vernon Sprunger (1904-1980) in Mukedi, the apparent sender of the form and agent for Readers Digest.

Sprunger first came to the Belgian Congo in 1931. In 1948, when a new colonial regime offered government subsidies to Protestant missions for educational purposes, Sprunger advocated accepting the offer. In 1951 he was named interim general secretary of the Congo Protestant Council representing all Protestant missions in the Belgian Congo colonial government. He left the Congo for the United States when his wife came down with cancer (she died in 1960) but returned to the Congo afterwards, leaving in 1972 for Berne, Indiana (the home town of his second wife), where he eventually died.

I am not sure of the method of transport that was used to get this folded piece of advertising lettersheet to its destination, or of the in-transit cancel applied, or even of the exact date it was mailed out (the month seems strongly to be November – so I would guess 25th November 1948 and the in-transit date possibly one day later). I am guessing that there was some internal Congo air mail transit involved. Mukedi is a six-hour drive from Kikwit, so any sort of transit from there is possible, including private aircraft.

Protestant missions seem to have been set up in the 1920's with Mukedi having one established in



1923. Acceptance was not apparently given by the authorities. The Protestant missions, of whatever origin or persuasion, discovered early on, that there was much to be gained by closing ranks and in dealing with the government and the favored Roman Catholic Church from a stance of solidarity (so much for a particular Audrey Hepburn film).

It seems that the Congo is now a better place to live in than when Mobutu was ruling, but there is still a long way to go (there being some hope!!). **DM**

The B. C. Philatelic Society Newsletter is printed three times a year and is free to all members of the Society.

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Background to a Collector

By Duff Malkin

I got into collecting things when I was very young, beginning with pictures of horses. I had always wanted a horse, but had no real place to put one. Various family members gifted me with equine pictures, which did nothing to subvert my desire to own one being as I was, a diehard fan of the Lone Ranger and Mr. Ed.

Later I was into collecting pictures of cars — which were again suitably provided — but I had no desire to drive or own them. Other *objects d'art* I collected were: Post Cereal CFL football cards, the various “coins” with CFL players, planes and automobiles featured in Jell-O desert packages, and aircraft cards from popsicles (some of which extolled such “wonderful” things as Nike missiles). For a day or two I even collected bottle caps!

I cannot remember whether I started on coins or stamps first, but I was likewise encouraged by relations who gave me whatever came in the mails (let us not underrate the value of having family members in bridge groups). Somehow this effort kick-started me both numismatically and philatelically, and unlike the other obsessions, the bug never really died (although it was on life support in the late 1970's and early 1980's).

Initially I was much more interested in the U.S. issues, partly because the literature I was reading was printed in the United States. In the case of American coins, I was attracted to the various mint marks. With stamps, it may have been that the U.S. had simply issued many more stamps than had the Canadian post office. When I was 13, I inherited the

stamp collection of my uncle who had been killed in the Second World War. It was not an extensive collection as my uncle did not have that much extra currency to collect stamps with, but it was a welcome addition to my own collection and put me into the philately ranks for good.

I can pinpoint exactly when I got into cover collecting. It was in November, 1966. At that point I very quickly learned the limitations of putting covers in shoe boxes and of storing them upright in any way. I also read a book (I still have the copy) which said that one should not write *anything* on a cover and that it should be kept as close to the original condition when it arrived in the mails or when the collector/dealer received it. I was 11 when I learned these things and there are people who are much older who have not. Somewhere I still have a U.S. cover with the U.S. Savings Bonds commemorative stamp and something like “We Very Much Salute Our Servicemen” label on the back of it.

I do not believe I really started collecting either coins or stamps seriously until I joined the respective clubs and associations. I just had whatever knowledge and experience that was available out there, which really is not enough. This remains true even in these days of the internet (and people who feel otherwise are only conning themselves). All forms of philately are related in one way or another and not to keep up with the rest of it is to lose out on the fine points of what one collects.

It is essentially to some unnamed collector who donated his books to the University of British Columbia library that I owe my current interest in aerogrammes.

I would be there at the

library taking sometimes considerable breaks from doing my schoolwork, and become enrapt in these journals and books. One of them was a book about aerogrammes which stressed the importance of recognizing factors that determine their condition. It stated that the worn-out, abused variety was always to be discarded in favour of those that were not – and that they should never be written upon by the dealer or collector. There were also problems of storage as the usual cover books didn't provide adequate protection against wear and tear.

I saved those which I saw and those which I received, but I did not actively go out and pursue any more until after I had joined the BC Phil.

It was at the first meeting I attended (circa 1991) where I publicly proclaimed myself an aerogramme collector.

The 1967 stamp show celebrating Canada's Centennial was the first one I ever attended. I went there because my mother had seen the promotional material in a newspaper and about the only thing I bought (or more accurately had bought *for me*) was one of the Expo '67 five-cent stamps and a show cover. The Expo '67 stamp was used to pay the postage and I insisted on it because I thought it was the Centennial stamp despite the declamations of the person trying to sell it to me.

Personally, I had little real liking for the Centennial stamp or its PVA (polyvinyl acetate) gum, much preferring the gum arabic (a lickable adhesive used on postage stamps). Besides, the paintings were not in colour and relegating HRH Queen Elizabeth to a role of lesser importance, while featuring the “red ensign” forever, offended my Anglophile loyalties – such impudence! We were not amused. **D.M.**

IN MEMORIAM



MICHAEL PAINTER

February 15, 2008,
at the age of 80.

Certainly one of the Vancouver area's leading philatelists, he was a member of the British North America Philatelic Society and its Pacific Northwest Regional Group,

Vancouver's 21 Club, and a number of Aerophilately societies.

Mike was raised in Okanagan Mission, British Columbia and studied and wrote about the history of the Okanagan.

In World War II, at the age of 15, he served in the Rocky Mountain Rangers—seconded from the Boy Scouts as a flag signal man, using skills learned while scouting. Mike collected material related to the postal history of the Okanagan, as well as early picture post cards of the Okanagan Valley.

As recently as December 2007, he gave a talk on these cards at the 21 Club. Mike formed an excellent collection of the Centennial issue of stamps.

Mike was a forest engineer, and worked all over British Columbia. In his work, he flew with bush pilots, which led to another of his philatelic collections: Canadian air mails. He was especially interested in the Junkers aircraft used in Canada. He built a strong collection of the semi-official air mail stamps and covers of Canada, a topic related to the flights made by bush pilots.

Mike leaves behind his wife Mary, his youngest daughter Adrienne Painter in Dartmouth, Nova Scotia and Sarah and Jason Farris and two grandchildren, Jane and Owen, in West Vancouver.

Our hobby has lost a gentle, thorough collector—a close friend and colleague who will be sorely missed.

Bill Liaskas and Gray Scrimgeour



Past President Packer picks up 11th BCPS Life Membership

Former President Roger Packer was awarded a BCPS life membership at the Annual General Meeting in March, 2008.

He was sponsored by fellow life member Trevor N. Larden, whose motion was supported and unanimously approved by life members June Gibson and Eric Ranger.

Playing on the initial letter "P" for Packer, Trevor explained that Roger is known for his Philately, his Philanthropy, his active Participation in the Society, and for his reputation as a "Purveyor of Perfect Preserves," a reference to Roger's frequent donations of homemade preserves to the Society's auctions.

A retired television producer who worked on *Reach for the Top*, *Celebrity Cooks*, and *The Irish Rovers*, Roger served as president of the Vancouver local and the national executive of the CBC. For the two years prior to his early retirement in 1991, he served as national president.

Roger joined the BCPS in 1993 where he has worked on several Vanpex committees and been a Vanpex exhibitor, and has presented several talks on his various collections, including classic Rhodesia, Manchuokuo, Occupied Philippines, and Hawaii stamps and postcards. He also has what may be a complete collection of colorful Maluku Selantan labels, produced by Indonesian rebels of the South Molucca islands.

Like his philatelic interests, Roger's personal history spans the globe. He was born in 1938 in England. Following his parent's separation, Roger lived with his father, who was Regimental Sergeant Major with the Royal West Kent Regiment, and was later captured at Dunkirk. His mother became a sergeant major in charge of an anti-aircraft gun battery. Later he was sent to live with his grandmother on the Isle of Sheppey in Northern Kent, and after her death, Roger went to live with his aunt.

At age 16, Roger joined the Merchant Marine as a cabin boy and eventually worked as an oiler and fireman. He sailed on tankers and banana boats, worked in car dealerships and on pineapple plantations.

In 1957, Roger left the sea for good when his last ship arrived in New Orleans. He took a bus to Windsor, where he worked for a year in a plastics factory (making garden hoses and hula hoops) before landing a job at the CBC.

Roger joins ten other life members of the BCPS. In addition to the three already mentioned, they include: David Allen, Ken Barlow, Basil Hunter, Bill Robinson, Jean Smith, Bill Thorne, and Bill Topping. Congratulations on a well-deserved honour, Roger!

BC Phil membership declines despite two new members!

By Bob Ingraham

Please welcome two new members of the BC Philatelic Society: Janet W. Barclay, who lives in Maple Ridge, BC, and Tom Watkins, of Victoria.

Janet collects Canada, Great Britain, Australia and New Zealand, and has recently started on Nigeria because she has a contact there. Janet was born in New Westminster, which surprised me, because she has an obvious British accent. The explanation? Her parents were British, and Janet "...never learned to speak Canadian!" Janet was a home economics teacher in Saanich, Creston and Maple Ridge for seven years before she married; she has lived in Maple Ridge since 1950. Her membership in the BC Phil was a Christmas gift from her son.

Tom Watkins is a postal history dealer who is well-known to BC Phil members because of his attendance at recent Vanpex exhibitions bourses as well as other stamp shows, and as a collector and exhibitor of Canadian semi-official airmail material. At Vanpex 2003, Tom won a gold medal for his exhibit, "The Postal History of Canada's Semi-Official Airmail."

At press time, 9 memberships had not been renewed, representing a drop of about 11 per cent, the first decline in several years. The following figures compare membership in 2007 with current membership:

2007	2008*
Individual paid memberships — 82	Individual paid memberships — 74
Family memberships — 4 (total of 9 individuals)	Family memberships — 3 (total of 6 individuals)
Life members — 10	Life members — 10
Total memberships, including family memberships — 96	Total Memberships, including family memberships — 86
Total number of members — 101	Total number of members — 89

* At the 2008 Annual General Meeting, Roger Packer was elected as a Life Member; since he had already paid his membership fee for 2008 he is counted here as an individual paid member. Not counted is Michael Painter, who paid his membership fees before his death in February; Michael's obituary appears in this newsletter.

BC Phil chooses new executive

By Bob Ingraham

The new executive of the BC Philatelic Society, chosen at the Annual General Meeting on March 12, includes two previous members, who have taken on new positions, and two new members. Duff Malkin, who has previously served as Recording Secretary, was elected President, and Derren Carman, former Vice President, is the new Treasurer, a position that he held several years ago. Trevor Larden, who served as Society President several years ago, agreed to be Vice President, and Tim Woodland is the new Recording Secretary. None of the positions was contested.

Bob Ingraham stepped down as President after serving for three years as President and two years as Vice President. Former Treasurer Mike Strachan had served in that position for three years. Both Bob and Mike had also served on the Vanpex committee for several years, Bob as Chair and Exhibits Chair and Mike as Chair, Treasurer, and Logistics Chair.

We thank the members of the executive who have stepped down, and wish the best to the new executive.

All but one of the previous standing committees remains unchanged following the AGM: The Auction Committee, previously under Mike Strachan, is now chaired by Eric Ranger, who is also our Archivist. The other committees are:

- Newsletter — Keith Lowe
- Program Planning — Bob Ingraham
- Webmaster — Bob Ingraham
- RPSC Circuit Books — Leslie S.S. Upton
- Library -- Derren Carman

One item on the AGM agenda, the election of a Vanpex 2009 chair and exhibits chair, came to naught when no candidates stepped forward. A Vanpex in 2009 isn't quite dead, but it's certainly on the critical list.

BC Philatelic Society Program Schedule May - July 2008

MAY

MONDAY MORNING, May 5, 10:30 am - 1:30 pm – Social / Swap and Shop / Stamp Grab / Treasure Hunt / RPSC circuit books / Social. Come to enjoy the tea, coffee, snacks, and good company. What more do you need?

(NOTE: This is the first of our new Monday meetings. Doors open at 10:30 am and the meeting ends at 1:30 pm. **There will be NO meeting on Wednesday, May 7, or on any "First Wednesdays" of each month.** All Monday meetings will be on the Monday immediately preceding the first Wednesday of each month.) And if you got all that on the first read-through, you're good!

WEDNESDAY EVENING, May 14, 7:00 pm - 9:30 pm – **Presentation Night**, with Bruce Perkins, who will speak about Canadian first day covers, starting with an historical overview and bringing the discussed forward to modern times. He will also discuss speciality areas within the field as well as current and possible future trends.

WEDNESDAY EVENING, May 21, 7:00 pm - 9:30 pm – **May Auction:** Our regular – and popular! – monthly auction, featuring up to 75 lots of philatelic, collateral, and non-philatelic items. Sellers get 90% of the hammer price. Donations welcome.

WEDNESDAY EVENING, May 28, 7:00 pm - 9:30 pm – Social / Swap and Shop / Stamp Grab / Treasure Hunt / RPSC circuit books / Social. Come to enjoy the tea, coffee, snacks, and good company. (You aren't seeing double – we are now planning extra Swap & Shop meetings to accommodate members who cannot attend the new Monday daytime meetings.)

JUNE

MONDAY MORNING, June 2, 10:30 am - 1:30 pm – Social / Swap and Shop / Stamp Grab / Treasure Hunt / RPSC circuit books / Social (tea, coffee & cookies) **NOTE: This is the second of our new Monday meetings. There will be no meeting on Wednesday, June 4.**

WEDNESDAY EVENING, June 11, 7:00 pm - 9:30 pm – **Presentation Night:** Part 1 of "The Nazi Scourge: Postal Evidence of the Holocaust and the Devastation of Europe," a narrated DVD version of the award-winning exhibit by Ken Lawrence. Part 1 covers the years of the rise of Nazism in Germany, 1933-1939. Part 2 will be presented in September. We invite members and guests to bring their own examples of interesting pre-war German stamps and covers.

WEDNESDAY EVENING, June 18, 7:00 pm - 9:30 pm – **June Auction:** Our last auction of the regular "Collecting Year." Let's make it a good one! Turn up to six lots into cash!

SATURDAY, June 21, 10:00 am - 4:00 pm – **BC150**, our 2008 stamp show in the Community Hall of the West Burnaby United Church. Exhibits, bourse, club consignment table. Open to the public. No admission, free parking.

WEDNESDAY EVENING, June 25, 7:00 pm - 9:30 pm – **Last meeting before Summer Break:** A friendly social night to talk, eat, drink, be merry. And start thinking about the Summer Auction!

JULY

WEDNESDAY EVENING, July 23, 7:00 pm - 9:30 pm – **Summer Auction** (our only summer meeting): You've had three weeks since our last meeting to get ready for this auction: We're all looking forward to see the stamps, covers and whatnot that you've pulled from all those stock books, shoe boxes, and the hoard under your bed! Six lots per person, more if you twist the auctioneer's arm!

ATTENTION MEMBERS!!!! PLEASE NOTE THIS IMPORTANT SCHEDULE CHANGE

***** Monday, May 5, 2008** -- A three-hour daytime Swap & Shop meeting will take place from 10:30 am to 1:30 pm at the West Burnaby United Church.

*****Wednesday, May 7: NO MEETING!**

As of May 5th, 2008 meetings will no longer be held on the *first* Wednesday of any month. They will be replaced by *daytime* Swap & Shop meetings on the Monday immediately preceding the first Wednesday of each month. Circuit books from the Royal Philatelic Society of Canada will be available at the Monday meetings.

This change reflects requests for daytime meetings made by several respondents to the questionnaire circulated by the BCPS in January.

A second Swap & Shop meeting will be scheduled on the last Wednesday of each month, to accommodate members who cannot attend the Monday daytime meetings. The RPSC circuit books will also be available at these meetings.

See the schedule of meetings for details.