

Synopsis

Royal Visit to Canada 1951

Title Page – Starting with a brief history behind the Royal Visit, the title page begins to unfold the story of the Royal Visit Philatelic Trail. The cover is chosen to give some insight to the exhibit goals. The exhibit will deal with the stamp issued, thus a block of four, a cover as there are many, the cachet (picture) of the touring couple, the Royal Train cancel associated with the Tour, and the unusual in this case hand drawn add ons. All are themes of the exhibit. The cover is a stand-alone and not needed in other areas of the exhibit (a great start to the exhibit).

A detailed list of the plan is provided with easy directions to find something in the exhibit, find the frame number and the page numbers 1-16 in the frame.

Treatment of the content -The story some-what follows a chronological order beginning with a few souvenirs in preparation of the Royal Tour. A stamp in honor of Royal Tour will be issued and the exhibit provides the announcement, directions that no philatelic items will be processed on Royal Train, die proof, full sheet of stamps and ad poster followed by usage, unusual covers and cacheted first day covers, covers with Royal Train markings, letters in bound and out bound, philatelic favor, official, unofficial and letters home reveal what type of mail was handled by the Royal Train Post Office.

The exhibit will follow the Royal Train across Canada and back using the Royal Train Post Office cancels and others to date the day the Train was there. Finally ending up with some official correspondence and personal items from the Princess and King after the tour was over. Each page will have its own title.

Importance – Although the Royal Tour of 1951 was not as large as 1939 and especially in the philatelic material generated. Of course in 1951 Queen Elizabeth II had not begun her reign so she would not have the importance yet. However it **set the tone for her love of Canada** and often refers to the occasion throughout her reign with many fond memories. The fact that the Royal Train Post Office did not allow philatelic covers to be cancelled on the train and covers from those on board certainly discouraged the philatelic interest and quantity of materials available.

Subject Knowledge – Over 40 years collecting Royal Train material and upon retiring zeroing in on this topic, the exhibitor has been lucky enough to have three different multi frame exhibits of the Royal Visit of 1939. The exhibitor was well equipped to look for items that would tell the story of the royal Visit of 1951. Looking for the usual tools to research the topic such as books, internet and philatelic material it became evident over the years that the enthusiasm for the 1951 Royal Train did not meet the 1939 criterion for grandeur. The exhibitor understands that many different philatelic materials were generated by the issuing of the stamps and the mails to and from the Royal Train.

Subject Research- Unlike a number of philatelic types the 1951 Royal Tour does not have a go to book that lists the Philatelic material available and explain them. This exhibit relied on picture book and articles written from a particular point of view such as the article from the RCMP Quarterly of Jan. 1952. This article did give meaning to two members of the RCMP Sergeant Shanks (Fr. 3/Pg13) and Assistant Commissioner Anthony Car 6 on Royal Train (Fr.2/Pg. 3). Letter contents inform one of why letters were sent from Royal Train even though the Post Office prohibited mail other than from on board the Train. (Research was look a lot, ask a lot.)

Exhibitor has found that one, Eugene Barna, a recipient of a Governor General's Caring Canadian Award and a noted philatelist was also interested in the covers cancelled by the Royal Train of 1951. Exhibitor has articles that he wrote on the subject for the *Canadian Philatelist* and *STAMPS NEWSPAPER* shortly after 1951 regarding how many had been cancelled as he was interested in doing an exhibit on these covers. In one article he quotes a letter he received from the Director of Financial Services "It was with much reluctance, however, that the Department found it necessary to refuse to handle all covers that could be identified as philatelic mail". This explains the very low number of official covers or First Day Covers

Mr. Barna started a survey of collectors he knew to see if he could find out an approximate number of covers, then he broadened his search when he asked readers of his articles to let him know if they had any Royal Train covers and how many. Exhibitor has 54 letters that were sent to Mr. Barna in response to his articles as to numbers of covers and First Day Covers with the information regarding each cover received.

MRS. GLEN K. NOX

4384 Manassas St

Vancouver 12 B.C.

Feb 26 - 53

Dear Mr. Barna:

I read with interest your article in *Popular Stamps & Royal Train Covers*. This is how I obtained mine.

I read in our local paper that mail was being sent to the Royal Train by Philatelists so I phoned the main P.O. and was told it was impossible.

I had a lady friend who also collected & I said jokingly "I suppose if we wrote to the Princess we might get a reply." Because the P.O. had been so emphatic that it couldn't be done we were all the more determined. So we each wrote a letter to their Royal Highnesses extending our sincere personal welcome to Canada.

The letter shown is from a Mrs. Knox from Vancouver after reading his article addressed to Mr. Barna which says "I read in our local paper that mail was being sent to the Royal Train by Philatelists so I phoned the main P.O. and was told it was impossible."

She did go on to say she got the idea of sending a letter to welcome their Royal Highnesses to Canada and she and a friend did so. Each of them were rewarded by a letter from the Equerry-In-Waiting, Michael Parks and the covers were described.

Another answer to Mr. Barna sent from Manitoba stating that one (Maxine Cole) has two covers and her brother has two covers as well giving very explicit details of the covers, dates cancelled and the stamps used. Both sets of covers were the same. She did state that she had found other "good" covers from the train not stating how.

Most of the letters had similar details about the covers that people received.

There were some answers that noted the difficulty in receiving covers and the fact that when a number of covers were sent to the train to have them cancelled, they were returned stating that this was not possible and they had to be rather ingenious to get any at all.

Forrest, Manitoba,
April 28, 1952.

Mr. Eugene Barna,
R. R. 2.
Leamington, Ont.

Dear Sir-

I noticed in the April copy of "Popular Stamps" that you wish to know how many Royal Train Covers there are.

I have two and my brother has also two of the same dates.

These are the dates.....

- 1-- IOX.... 1951.
- 2-- I6X.... 1951.

No. 1 has a .4¢ train stamp on it. A centennial.
No. 2 has a .3¢ Borden and a .1¢ Geo. VI. Old issue.

Cancelled in English.
My brothers are the same.

I have several good covers from the Royal tour which I will list on a separate sheet of paper.

Sincerely,

Maxine Cole

Maxine Cole.

(Mrs.)

Mr. Barna in his first article in *STAMPS NEWSPAPER* of May, 1953 he believed there to be anywhere from 300 to 2500 covers cancelled from the train but states "However, it is doubtful if the true number will ever be known". There is an add on to this article in the copy exhibitor has in his handwriting and signed, dated Nov. 24/54 that states "I thought this might be of interest to you, since writing this article, information I have received would lead me to believe that there are in the neighbourhood of 10,000 covers".

References –

1. Canadian National Magazine
2. Canadian Geographical Journal Dec. 1951
3. RCMP Quarterly Journal Jan. 1952
4. National Film Board
5. Daily Graphic, London
6. Numerous small articles from internet
7. The Royal Canadian Tour
8. The Royal Tour 1951
9. Canadian Railway Cancellations 1982
10. STAMPS NEWSPAPER May 2, 1953

Rarity-In general philatelic material from the Royal Visit of 1951 is not all that common. The Princess was not yet Queen thus maybe a little less enthusiasm which could translate in less philatelic material. Also the Royal Train was **not to service Philatelic mail**.

In 1939 320,000 covers were cancelled by the Royal Train and only 2,500 (Ludlow 1982) in 1951. There were 3700 Registered covers in 1939, while 104 is the highest Registration number known in 1951. There were 150,000 First Day Covers cancelled in 1939 and it is unknown from 1951. This exhibitor has only two cacheted covers from the Royal Train and cancelled other places only 22 different cacheted covers. In 1939 the number of different cacheted covers was 220 displayed in a 2014 First Day Cover exhibit. The covers in this exhibit are about 4.8% of the total. Of the seven registered covers available and used in this exhibit represents 6.7% of the known registered covers.

Top Ten Highlights-

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| 1. Baggage Tag with English Oval-RF500 | Frame 3/Pg. 6 |
| 2. CDS and Registration stamp in French (less than 10) | Frame 3/Pg. 3 |
| 3. Registered Special Deliver (less than 10) | Frame 3/Pg. 4 |
| 4. In Coming Mail | Frame 3/Pg. 9&10 |
| 5. Out Bound Mail | Frame 3/Pg. 11 |
| 6. Registered Cacheted FDC cancelled by Royal Train
(1 known) | Frame 2/Pg. 6 |
| 7. Royal Visit Stamp paying registration No. 102
(No. 104 is known above No. 102) | Frame 1/Pg. 12 |
| 8. <i>Die Proof of Royal Visit stamp</i> | Frame 1/Pg. 8 |
| 9. Christmas Card envelope from Queen Elizabeth | Frame 5/Pg. 16 |
| 10. Telephone Equipped Booklet from RT | Frame 4/Pg. 2&3 |

Presentation – In general this exhibit follows a chronological layout even though it is not totally a topic that it is suitable to do so. The presentation aim is to provide an easy appeal to the observer. The following things were considered and are listed in no particular order.

1. Try **not to be too wordy**, but provide knowledge and some interest
2. Try to have the appropriate **white space** not too much, not too little.
3. Always striving for a variation of arrangement of covers or other of each page, each frame, each exhibit. **Each piece defines its treatment.**
4. Each page where the title defines what is on the page using **3 different fonts**, titles easily read from distance, closer observation (Font 12) is used for information and Font 10 for CDS information.
5. Overall try to have a **variety** of material in the exhibit to enhance the visual and the story.