

# CARDtalk

The Official Newsletter Of The Toronto Postcard Club

Volume 41 Number 3

Winter 2020-2021

## LACROSSE: OUR COUNTRY, OUR GAME

Rick Short shares some spectacular cards from his collection. Page 13



**NEWFOUNDLAND'S EARLIEST POSTCARDS** Page 6

**A WINTER'S TALE FROM VICTORIA, B.C.** Page 17

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- \* Dave Moore solves a train-wreck mystery \*
- \* John Sayers discovers Niagara gold in an unexpected place \*
- \* Detroit Photo's Canadian cards: help wanted! \*
- \* Barb Henderson adds to our knowledge of leather cards \*
- \* New Year's greetings from Newfoundland \* And much more! \*

## CLUB EXECUTIVE – 2020

George Sachs, President  
Victor Caratun, Vice-President (also Social Media)  
Win Boyd, Treasurer (also Show Chair)  
Barbara Henderson, Membership Coordinator (also Website)  
Andrew Cunningham, *Card Talk* Editor (also Blog Editor)  
John Sayers, *Card Talk* Assistant Editor

## JOINING THE CLUB

Membership is open to anyone with an interest in postcards. Dues for the current year are \$22 in Canada, \$22 (U.S.) in the U.S., and \$25 (U.S.) in all other countries. The dues listed include all members at a single address, who will receive one copy of each edition of *Card Talk* (additional copies require an additional payment and should be requested from the Membership Coordinator). For further information, see the Membership section of the TPC website or email the Membership Coordinator at [membership@torontopostcardclub.com](mailto:membership@torontopostcardclub.com). Enquiries may also be sent to the Club's postal address:

Toronto Postcard Club  
PO Box 47538 Don Mills  
Toronto, ON M3C 3S7

## OUR MEETINGS

The Club generally meets monthly, other than in the summer months. Some meetings feature speakers from the TPC or invited guests, while others are more informal in nature. For the duration of the pandemic we are planning to meet via ZOOM. For more information, see page 23 of this issue (the inside back cover).

## OUR NEWSLETTER

*Card Talk* is published three times per year – generally in April, August and November. It is the official newsletter of the Toronto Postcard Club and has been published without interruption since January 1980. Contributions are welcome but should be discussed with the Editor in advance of submission. Submissions and Letters to the Editor should be emailed to [editor@torontopostcardclub.com](mailto:editor@torontopostcardclub.com). Please ensure that scanned images are scanned at 300 dpi or higher – they cannot be reproduced otherwise. If contributions are mailed, please send them to the Editor at the TPC's postal address as noted elsewhere on this page. Please note that we do not reproduce images of recent postcards unless the consent of the copyright holder has been obtained.

## ON THE INTERNET

Our website is [www.torontopostcardclub.com](http://www.torontopostcardclub.com). The site includes features on postcard history, a blog and updated information about meetings and events. We are also on Facebook under the name Toronto Postcard Club – please stop by and give us a “like”!

## AUCTION

Another set-back. Win & Barb have had practice auctions to test the new application. As at Oct. 19th there were only a few minor fixes required, but a week later the developer had to abandon us for another client for the time being. Looks like early 2021 -- we'll tell you more when we hear something. (V.V.B.)

# TPC ANNUAL MEETING AND ELECTIONS



Sunday, December 20, 2020 at 2:00 p.m., just before our monthly meeting. Standing for re-election is the entire team – George Sachs, Barb Henderson, Win Boyd, John Sayers, Victor Caratun and Andrew Cunningham – in the positions listed at the top left of this page.

Any TPC member interested in an executive or other volunteer role with the TPC is asked to contact any current executive member for further information and discussion. If you have an idea for a contribution you could make, don't hesitate to ask – we can definitely use more people! Contact information is in the Member Roster, or you can use [president@torontopostcardclub.com](mailto:president@torontopostcardclub.com) or [editor@torontopostcardclub.com](mailto:editor@torontopostcardclub.com) or [info@torontopostcardclub.com](mailto:info@torontopostcardclub.com).

Other agenda items include a brief financial report, Club updates and opportunity for questions and discussion. See page 23 for information about the monthly meeting that will follow the Annual Meeting. See you on Zoom!

## PRESIDENT'S MESSAGE

On a weekend this November, I was bagging leaves and bundling branches in my front garden, when an older gentleman walked by and stopped. Since Covid-19, many people pass through our short street on their walks. Bill, as I later learned, was his name. "Hello" I said, and he answered, "hello" and then, "May I help you?". He was perhaps in his early eighties. He lived not too far away. He said that that he needed some exercise. So I told him that I would welcome his help. We worked for about two hours and he said he would come back after lunch, at about 3 pm and give me some more help. I said that he didn't need to and that I had another friend coming to help and he said that he would come anyway. Bill did come again and so did my other friend. We put out over 30 bags of leaves and bundles of branches that day, to be picked up later in the week.

Since the various Covid restrictions, more and more people are walking in the neighbourhood, and all it takes is a friendly hello to start a conversation. Bill, I learned, had emigrated many years ago from Asia. The day with him reminded me of the trip my wife and I had taken to various countries there, before kids. I thought of all the postcards that I had saved from that part of the world before I had become a collector. Perhaps it is time to find and organize them into some semblance of that long-ago trip.

I am rather excited that our Zoom meetings have become such a success through the work of Win and Barb. They allow our members from far and near to participate in the club as never before. It looks as if the meetings of the club

will continue well through 2021 using the Zoom format.

Recently, I was looking at my wall calendar in order to do some planning for the month of December. The calendar had a 1913 winter photo of the crowds at Yonge and Queen St. in Toronto for that month. Bob Atkinson had graciously given me this calendar that featured the front of a vintage postcard from his collection for every month of the year. It was Bob's creation. The sidewalks were crowded. I thought, sadly, that it won't be like that this year.

Finally, be sure to note that our Annual Meeting will be held on December 20th at 2:00 p.m. EST, on Zoom (see page 2 for more details), to be followed by what we hope will be an enjoyable regular show-and-tell meeting on the subject of Christmas, New Year's and Hannukah cards (or anything seasonal that you have to show!).

Yes, how things have changed. Please everyone, take care of yourselves and your loved ones through the holiday season. Keep safe.



George Sachs (TPC #1284)

## EDITOR'S NOTE: A Big Birthday Approaches!

Just a quick one this time to say that, for the Spring 2021 issue, I've been planning to commemorate the 150th anniversary of postcards in Canada. Government postals were authorized in this country as of 1 June 1871, as many of you will know. If anyone out there has an interesting early Canadian postal card to share in the article, or knows of anyone who has a Canadian postal postmarked 1 June 1871, or close to it, that we could show, please get in touch with me. Otherwise we'll have to go with my own earliest example, which is dated 19 June 1871 if memory serves. As noted in the last issue, Bob Atkinson is contributing one of the very first Austrian postals, issued in 1869.

Andrew Cunningham (TPC #1424)

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## Notes and Queries: Long Leg “P” and Doodle “C”?

Helmfried Luers, publisher of *The Postcard Album* (TPA) and its namesake website, recently asked John Aitken (TPC #1473) for Canadian examples of this unusual postcard design – referring to the back, and particularly to the lettering of the words “POST CARD”. As Mr. Luers writes:

*This printer (to be found in next TPA) used a pretty special “Post Card” design for the ANC printings, but also on cards for other customers in the US and Canada. The late George Webber created a nice term for this special design: Long leg P and doodle C. Attached you will find a (boring) card from New Brunswick which shows the particular design. I am wondering if you have seen*

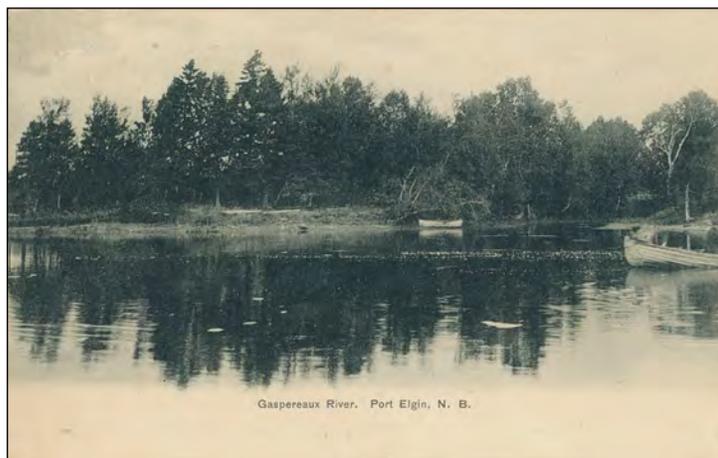


Figure 1. Gaspereaux River, Port Elgin, N.B.

*any other Canadian cards with this special design. The sample is monochrome collotype but this printer produced also high quality coloured cards.*

With his exceptional knowledge of the history of printing and printers in Germany, Mr. Luers has been a great help to many TPC members over the years, so if you have any Canadian cards of this type in your collection, please forward them (via John Aitken). Remember, the type he’s looking for is defined by the typography of the words “Post Card”, as shown. Thanks! —The Editor

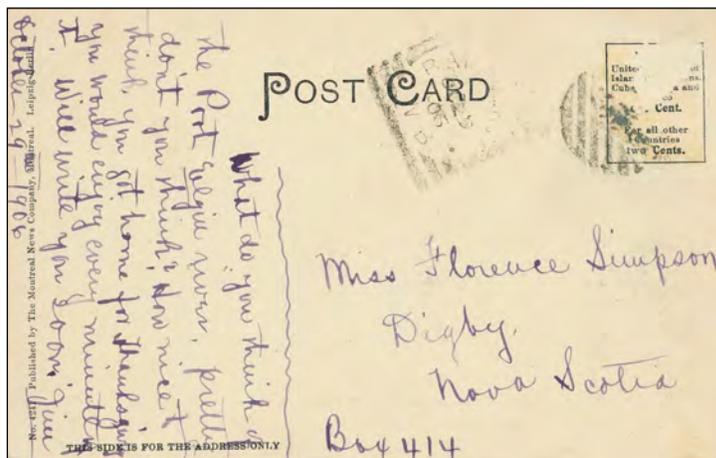


Figure 2. The back, with the distinctive lettering Helmfried is looking for.

## TPC Annual Show 2021: To Be Or Not To Be...

Report of Win Boyd (#920), TPC Show Chair

You won’t be surprised to be told that the likelihood of our 40<sup>th</sup> Annual Show occurring in February is very remote. Our venue, the Japanese Canadian Cultural Centre, has moved all of their early 2021 bookings to the corresponding date in 2022. Our 2022 date would be Sunday, Feb. 28th, the Sunday after Family Day, as has been our practice.

We will consider the possibility of holding our show at a different time in 2021 when government and public health authorities advise that it is safe to do so. Until then, we encourage you to contact these members who have sold postcards at previous shows, for whom contact information is listed in your roster. Many may be willing to look into their inventory for postcards on your want list.

To assist you, their last names are:

Anderman	Deshaye	Kristjanson			
Bucci	Hill, John	Lim			
Carde	Hoyle	Littlefield			
Carroll	Kaye	Marshall, Stuart	Moore	Rozdzilski	Traquair
Dalton	Killins	Meens	Piszko	Skelding	Tuinstra
Daley	Kredl	Miller	Post	Soyka	Winstone
			Pye	Stamm	Workman



# CNRA Moncton: An Early Canadian Radio Station

By Jeri Danyleyko (TPC #1502)

Jeri Danyleyko showed this card at our annual "show and tell" meeting in September. After our discussion, she looked into it further and has kindly submitted the following additional information.

The railway's broadcasting service was launched in 1923 by Sir Henry Thornton, then head of Canadian National Railways. With radio still in its infancy, and with a mandate from the government to run the railway as a for-profit enterprise, Thornton saw this as a way to promote the railway and give it a bit of an edge over its main competitor, the CPR.

Even though the early broadcasts were along the lines of infomercials, the passengers loved the new medium. Gradually they began adding entertainment into the mix. The new programming was an instant success. Stations sprang up from coast to coast.

In 1929, the government launched an inquiry to examine the formation of a public broadcaster, similar to the BBC in the UK. Also the CPR, which had many friends in the government, was reportedly complaining bitterly about the radio service,

citing the unfairness of a Crown Corporation using public funds to gain a competitive advantage

The solution seemed obvious. The CBC's predecessor, the CRBC, was formed in 1932. The government followed by taking control of the railway's stations, thus acquiring a ready-made network and placating the CPR at the same time. Thornton's vision and foresight went on to earn him a prominent place in the Canadian Broadcast Hall of Fame.

This card dates from around 1930. It's an interesting look at the starkness of these early studios. I'm not sure what that was on the ceiling and if it was for acoustic purposes or just a decorative ceiling. I shared this card with an historian friend of mine in New Brunswick who was able to produce a similar photo of the studio and of the building in Moncton where the broadcast took place. The building is no longer standing.



Figure 1. The CNRA studio in Moncton.

Ed. – We can note that postcards of this type were often sent out to listeners from distant places who would write to the station to say that its signal had reached them. In the early days of broadcast radio, people collected such cards in much the same way that amateur radio operators collect QSL cards from their contacts.

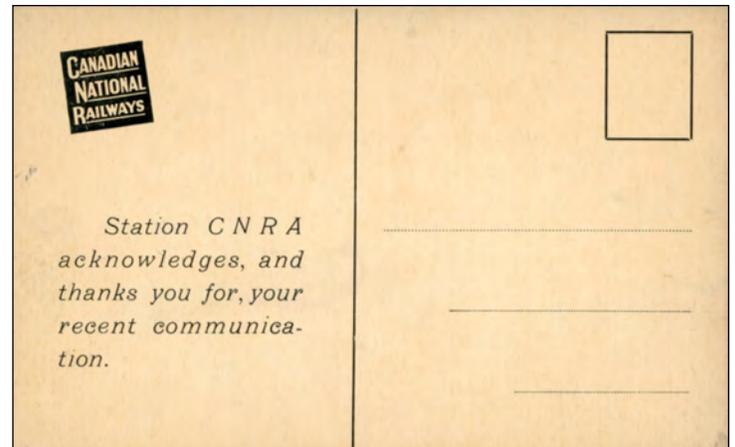


Figure 2. The reverse of the response postcard.



## CENTURY CARD

This real photo postcard shows a rather serious-looking railway accident at Yamaska, a town just east of Sorel, Quebec, that took place on 14 December 1920, exactly a century ago. The rail line was the Quebec, Montreal and Southern Railway, then a subsidiary of the Delaware & Hudson. In 1929, the QM&SR was purchased by Canadian National. This item seemed appropriate for this page because this information about the QM&SR comes from the [canada-rail.com](http://canada-rail.com) website, which belongs to none other than Jeri Danyleyko, author of the CNRA article!

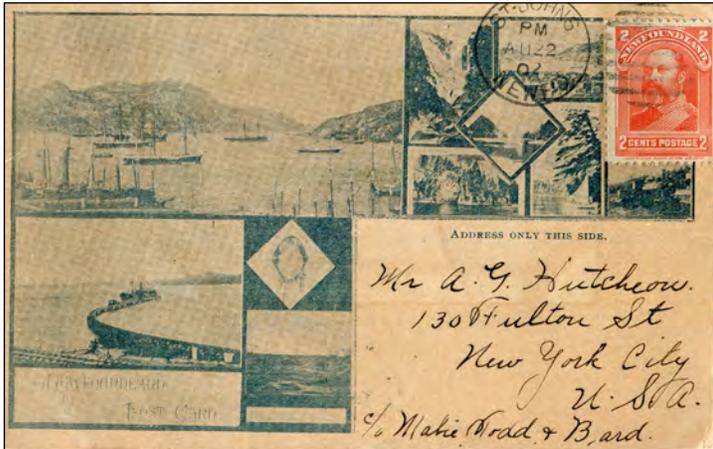
# Newfoundland Multi-views: The Oldest Cards of our Newest Province?

By Brian C. Burse and John M. Walsh, FRPSC

Brian Burse and John Walsh, FRPSC, of the BNAPS Newfoundland Study Group authored this article on what may be Newfoundland's earliest postcard series. This research has appeared in the 2020 Newfoundland Specialized Stamp Catalogue, released in 2019. Versions of the article also recently appeared in *Maple Leaves*, Vol. 36 No. 7, July 2020 (Whole No. 357) and in *Newfoundland Newsletter*, No. 181 (October-December 2020). Additional thanks go to Malcolm Back, the Study Group's chairman and editor, and to Martin Goebel, its Treasurer, for their assistance with the article, as well as the TPC's own Tony Hine (TPC #1399) for pointing it out to us originally. The illustrations and descriptions in Figures 1, 3 and 4 are from the collection of Andrew Cunningham, editor of *Card Talk*.

These are among the earliest, if not the first, privately produced Newfoundland postcards. These postcards depict multi-view images. At the bottom front of these cards the imprint is found:

ENTERED ACCORDING TO THE ACT OF THE  
LEGISLATURE OF NEWFOUNDLAND IN THE  
YEAR 1899, BY J. H. MONTGOMERY, AT THE  
COLONIAL SECRETARY'S OFFICE.

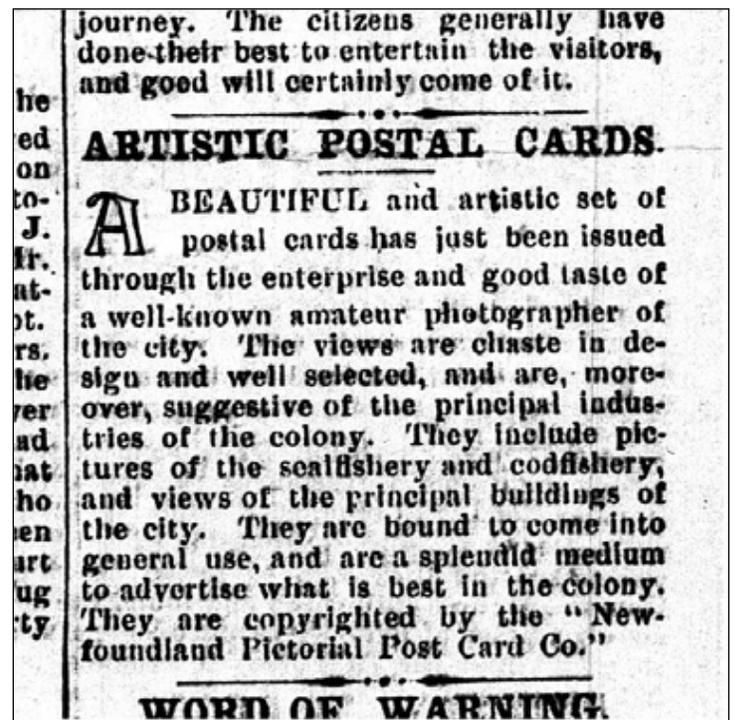


**Figure 1.** On cream-coloured card stock and posted 22 August 1902 to New York City, this card shows ships in St. John's Harbour (upper left). The woman's image may be that of Mary March, the last of the Beothuks.

The postcards appear to have been available for a relatively short period of time. In our research the earliest example we have found is a card dated 7 April 1899 postally used at St. John's Central and St. John's, signed by J. H. Montgomery. Note that although postmarked in April, the message on the card is dated 6 February.

Six sizes of postcards are known; with trimming, 1-2 mm size differentials can be observed within the same set. Different sizes often displayed the same images. Two images shown on these cards also appear on postcards that were published by the Newfoundland Pictorial Post Card Co. (1904). This, and the fact that their cards appeared on the market immediately after the multi-view cards, suggests a possible connection

between the two. One of their cards is known dated 7 May 1904. In the *Evening Telegram* of 10 August 1904 is a notice saying that a beautiful artistic set of postal cards has just been issued.

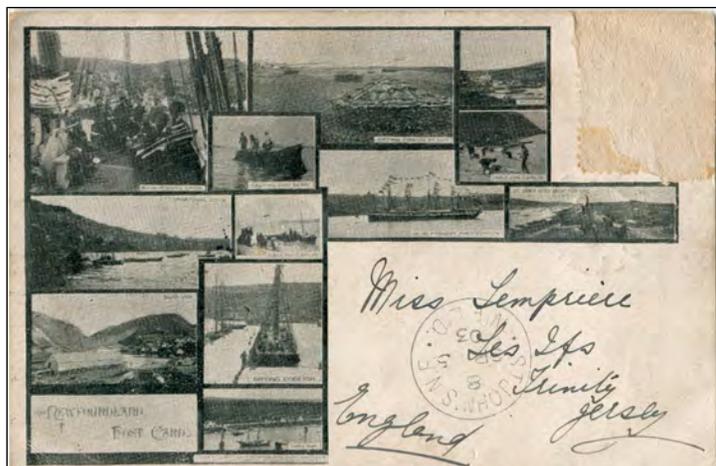


**Figure 2.** Notice in the *Evening Telegram* of St. John's, 1904.

These early postcards of Newfoundland seem to have gone through several development trials/times. The multi-view postcards have a small clear space – about a quarter of the card area – on the front image side on which to place a brief message. In the top right is another small clear area to accommodate the stamp required to pay the postcard rate. Often the direction “ADDRESS ONLY THIS SIDE” is present on the reverse, although in some cases it may simply be blank. Early post office regulations mandated that the reverse side be reserved exclusively for the address. Such postcards are described as having an “undivided back”.

As development progressed, the front image size grew larger,

often with an image description. Some blank space was available for the sender to formulate their message. On the reverse, the blank space was occupied by "PRIVATE POST" or "PRIVATE POST CARD" or "PRIVATE MAILING CARD" or such wordings. Sometimes these words were surrounded by a box, which could be of an ornate presentation. The top right corner had open space often with a rectangular box. As time progressed this stamp-area box had directions printed inside of its borders, stating the postage rate (2¢) or as time unfolded, different destination rates.



**Figure 3.** Printed on white card stock, this example of card 23, with "Banker Fishing Boat Crew" at upper left, was posted to Jersey, in the Channel Islands, on 2 September 1903, with a COASTAL WEST T.P.O. travelling post office cancellation.

As the image on the front increased to occupy the full frontal area, the back was manipulated. With the image at about 80% of the front the back had the direction of Address only on this side provided below the PRIVATE CARD styles. The stamp box was still present. A change in postal regulations in the early 1900s allowed the postcard back to be divided evenly between a message and the address. Such postcards are referred to as "divided backs". This regulatory change led to a more modern style of postcard with the face dedicated to one or more images, and the back equally divided between the address and a message.

As development progressed further, the presentation of the back changed again. While still having the previous information, the back was now divided by a central vertical line. On the vertical far-left margin was written "WRITE HERE". Then the back progressed into having, in the far left margin, "WRITE HERE"; a vertical divider line; and then the word "ADDRESS" horizontally centred in the upper part of the right section. The box for the stamp area disappeared. The back of the card continued to endure directional information polishing. While this was ongoing, postcard makers manipulated their personal

mannerisms to position their business name. However, at times they did not print their business name!



**Figure 4.** Posted 7 August 1903, card 21 shows the Roman Catholic Cathedral of St. John's at upper left; the note, sent to Wales from Carbonear, states that the sender has just received orders to sail for Venison Island, off the coast of Labrador.

In the original version of this article, another copy of the postcard in Figure 4 was shown, addressed to Madame Marie Toulinguet, c/o Miss Stirling, London UK. Marie Toulinguet was the stage name of Georgina Stirling from Twillingate, Newfoundland. She was an internationally famous opera singer. The message on the card reads: ... "if you are in Italy this winter please send postcard now and then". In the 1900s, postcard collecting and exchanging was a popular hobby.

The list below includes all the card types we have been able to find. Please contact the authors or the Editor if you can add any new types to the list or provide any corrections to the listing.

*In the article as originally printed, Brian and John provide a copy of their detailed listing and description of the postcards, courtesy of the Newfoundland Specialized Stamp Catalogue. For reasons of space, we have condensed the information into the list below. Note that, while there are 15 entries, there actually appear to be only 6 different sets of views. The discrepancy is a result of the fact that the views vary in size and colour, with each known variant listed separately. Specifically, MV 1 and 2 are 117 x 76mm; MV 21-27 are 133 x 89mm; MV 41-43 are 138 x 95mm; MV 61 is 142 x 98mm; MV 81 is 146 x 92mm; MV 101 is 146 x 99mm.*

Please also note the following:

Card stock colour is as indicated (white, cream, orange)  
 Number of views is indicated only in the first entry for a title.  
 Because the cards do not have a single "title", the title of the image at the top left of each postcard is used for that purpose.

- MV 1 Bust of Man, 15 views, cream.  
 MV 2 Roman Catholic Cathedral, 9 views, white.  
 MV 21 Banker Fishing Boat Crew, 12 views, white. (see Figure 4)  
 MV 22 Bust of Man, white.  
 MV 23 Roman Catholic Cathedral, white. (see Figure 3)  
 MV 24 Ships in St. John's Harbour, 10 views, white.  
 MV 25 Ships in St. John's Harbour, cream.  
 MV 26 Steamer on Dock, 12 sealing-related views, white.  
 MV 27 Tilt Cove Copper Mine, 10 views, white.  
 MV 41 Banker Fishing Boat Crew, cream.

- MV 42 Banker Fishing Boat Crew, orange.  
 MV 43 Steamer on Dock, cream.  
 MV 61 Steamer on Dock, cream.  
 MV 81 Ships in St. John's Harbour, white.  
 MV 101 Roman Catholic Cathedral, orange.

*The version of "Ships in St. John's Harbour" in the Editor's collection (see Figure 1) is in yet another size – 144 x 89mm (cream stock). Some of the recorded size differences could conceivably be explained by after-market trimming but it is unlikely that there would be so many variations unless the cards had indeed been published in several sizes.*

## Gourock: A Mystery Solved

By Dave Moore (TPC #103)

*Dave Moore had another of his "puzzlers" planned, centering on this unidentified train wreck, but it didn't go entirely as planned, as he notes!*

I didn't just get this card this summer. I can say that I purchased it in a Toronto family lot – from a family in Toronto, of course. But sometimes you hang on to a card for various reasons, rational or irrational. Sometimes you like a card or you might shelter the hope – it could be ... LOCAL. You know the oft-suggested answer to that request to the gods of collecting.



**Figure 1. Where was this?**

In an inspiration of naïveté, I also thought I could just present it to my go-to railroad guy and he would look up that "Grand Trunk" number, and I would have all the history and location I would need. No, "they" don't keep such a comprehensive list that could complete my trail on the iron horse. Nosiree! So languish in my "unidentifieds" section, you great RPPC! At least for a few years.

In a deltiological dream, I fantasized that kind in the lower right corner was using a cellphone – look close! But I don't have a cellphone. But I do read the printed newspaper.

Saturday, August 22, 2020 ... there it was, my photocard – with a fully dated and identified full-pager story in "Flash from the Past", a weekly Saturday feature of the *Waterloo Region Record*. It's along the lines of the venerable Mike Filey's (TPC #090) Toronto efforts, but authored by rych mills and Cam Shelley (TPC #1199 and TPC #1503), two gentlemen who are also venerable members and directors of the Kitchener Waterloo Cambridge Regional Post Card Club.

For more information regarding the mystery, and especially the significance of "Gourock", visit [guelphpostcards.blogspot.ca](http://guelphpostcards.blogspot.ca), Cam's blog, on the date August 3, 2020 – where the beans are spilled!

# A Fabulous Find

By John G. Sayers (TPC #560)

As many people know, I collect postcards of ocean liners. My wife, Judith, collects Niagara-on-the-Lake. So when John Bucci, Edmonton dealer and TPC Member (#968, to be exact), sends out e-lists picturing largely Western Canada cards, I have tended to scan the image lists lightly if at all. From now on we will be scanning them all.

A couple of weeks ago we got a weekly e-news list from John. Lots of Western Canada. For an Easterner, it was same old, same old. As we spooled through them, every card was west of Lake Superior. We were ready to stop, having better things to do. But we didn't and the very last card was a "home run" (Figure 1).

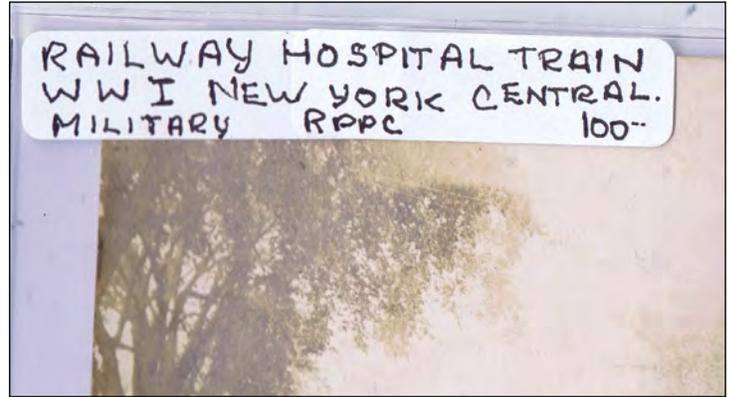


**Figure 1. The lucky find!**

Yes, it was a New York Central train draped with Red Cross flags, but we knew that it was at Niagara-on-the-Lake and was bringing wounded back from the First World War. We even knew the year – 1915. That's because Judith has a sibling card (Figure 2) that had its own story, which was reported in an earlier edition of Card Talk. Unless you had Figure 2, you would have had no idea of the location, and to John Bucci's credit, he did not try to guess in his description (Figure 3).



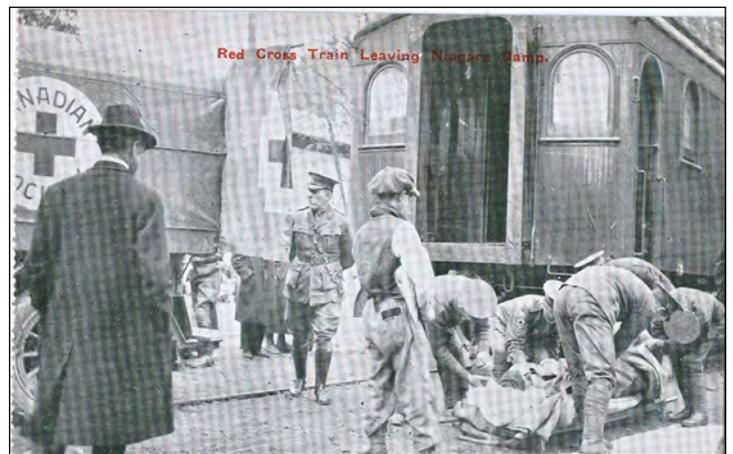
**Figure 2. The sibling card – see Card Talk 40:1 for more.**



**Figure 3. The dealer's description.**

The difference is that the train has moved forward slightly, and some officers and crew have posed in front of the train. That would have been a smart move by the photographer because all the men in the picture would have been candidates to buy one or more cards from him, in contrast to just a shot of the train itself.

But there's more. Enlarged greatly, the "new" card shows that a large vehicle with a barely discernible Red cross on its side has moved very close to the train. And a card by F.H. Leslie & Co. (Figure 4) seems to illustrate what has happened. They have had to move the train to create adequate room to accommodate the ambulance, and men are now moving the wounded from the train.



**Figure 4. The F.H. Leslie postcard.**

The Leslie card is from a book of 15 Niagara Camp cards and is distinguishable because of the perforations down the left side, and also has the title printed in red. Judith's guess is that it was taken at the same time as the Real Photo cards and sold to Leslie. But – was there also a Real Photo version of Figure 4 that's now hiding out there somewhere in Canada? Obviously, we will be looking, and ... well ... with postcards you never know.

# The Detroit Photographic Co.:

## An Early Entrant in Canada's Postcard Market

By Andrew Cunningham (TPC #1424)

*One of the earliest companies to produce colour view cards of Canada from photographs was the Detroit Photographic Company. Beginning just before the turn of the last century, this U.S.-based enterprise turned out many postcards of Canadian scenes. Despite the earliness and the quality of its work – which was exceptional – the Canadian story of “Detroit Photo” (renamed “Detroit Publishing” in 1904) seems to have remained largely unexamined. To rectify that, at least a little, I’ve put together a listing that has been uploaded to the TPC website, and invite anyone with additions or corrections to get in touch.*

Detroit Photo is well known, of course, as an important early player in the U.S. postcard market, beginning around 1897. With tens of thousands of U.S. cards in its inventory, it's hardly surprising that the few hundred Canadian cards are just a footnote in American accounts of the Michigan-based company's illustrious history. The company was owned by Detroiters Edwin Hector Husher (1863-1923) and William Allan Livingstone (1867-1924), each of whom was a significant photographer of the time. Husher provided the company with a stock of images of the American Far West, while Livingstone supplied many of the negatives the company used for its postcards of Michigan and the Great Lakes region generally. Detroit Photo also employed William Henry Jackson (1843-1942), whose photographic record of the western U.S. – gradually expanded to encompass the entire country – became a major part of the company's postcard offering. (Jackson's western images included some or all of the company's very substantial offering of postcard views of the Canadian Rockies).

In addition to its access to a stock of thousands of high-quality negatives, Detroit Photo had the unique advantage of an exclusive license to use the Photochrom lithography process developed by the Swiss company Orell Füssli, which they later registered in the U.S. under the brand name “Phostint”. The colour postcard images that resulted were not only among the earliest to be mass-produced in North America, but also among the finest. That goes as much for Canada as the U.S., for in this country their earliest images appear to be those dated 1898 at Niagara Falls, which is essentially the beginning of time for photograph-based coloured view cards in Canada.

### Canadian Postcards

We recently uploaded a listing of about 150 Detroit Photo postcards to the TPC website. About half of them are from

my own collection, with the remainder having been found on online auction websites, in the Peel Prairie Provinces collection of the University of Alberta, or in the collection of the New York Public Library, which received a substantial gift of Detroit Photo cards some years ago from the redoubtable Leonard Lauder. While there are many gaps in our list – which our readers will hopefully be able to fill – the act of putting together the list has revealed a number of facts about them that had previously escaped our attention, while also raising some new questions.

### Locations

The Detroit Photo Co.'s Canadian postcards seem to stick to major cities and tourist destinations. This would make sense if it were the case (as I believe it was) that they were producing cards from their own image archive. This differs from the practice of many large Canadian postcard producers, who tended to make their cards on order from local sellers (pharmacies, general stores, department stores, etc.) often using submitted photographs. Detroit Photo's Canadian cards come from the following places:

<b>Alberta:</b>	Banff, Jasper, Lake Louise, other Rocky Mountain sights
<b>British Columbia:</b>	Rocky Mountains, Selkirk Mountains, Vancouver, Victoria
<b>Manitoba:</b>	Manitou*, Portage la Prairie*, Winnipeg*
<b>New Brunswick:</b>	Saint John
<b>Ontario:</b>	Hamilton, Kingston, Niagara Falls, Ottawa, Sault Ste. Marie, Rideau Lakes, Thousand Islands, Toronto, Windsor/Walkerville
<b>Quebec:</b>	Montreal, Quebec (and Montmorency Falls), Tadoussac

Cities like Calgary, Edmonton, Port Arthur, London, Halifax and so on do not appear to be represented at all. Manitoba is an interesting case, which is the reason for the asterisks in the list above. So far, it appears to be the only Canadian location in which Detroit Photo produced postcards for another seller – in this case Russell, Lang & Co., an emporium that sold many lines of postcards in the Golden Age. According to Metro Postcard ([www.metropostcard.com](http://www.metropostcard.com)), from which



Figure 1. Steamer Hamilton in Lachine Rapids, St. Lawrence River (No. 6213, ©1902)



Figure 2. Rosedale Drive, Toronto, Ont. (No. 6873, no date)

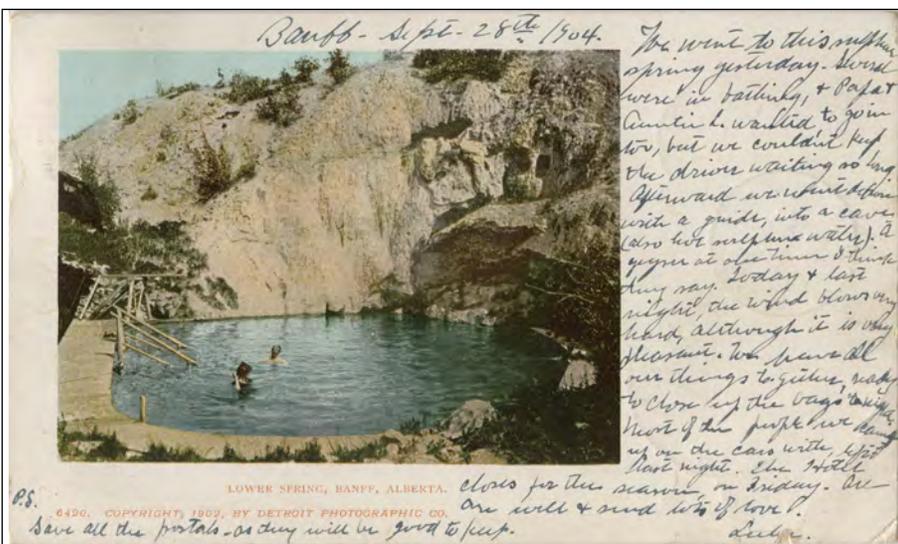


Figure 3. Lower Spring, Banff, Alberta (No. 6420, ©1902)

much of the information above regarding the company's history was obtained, Detroit Photo regularly printed private-label cards for sellers like Russell, Lang. If anyone is aware of another example of this in Canada, please send it along.

The Russell, Lang set is unusual in several respects. First, it consists mainly in multiple-view cards, which weren't all that common for Detroit Photo, and second, it includes cards from two smaller centres – Manitou and Portage la Prairie – that were not major tourist destinations. That seems to be unique in the history of Detroit Photo in Canada, which (as noted) stuck to the types of places where cards could be expected to sell in large quantities. Another unusual aspect of the Russell, Lang cards is that many of them featured an overprinted Christmas or New Year's greeting. Three of these in my collection were posted in December 1903, indicating when they were likely on sale.

#### Period of Use

Early Detroit Photo cards, from 1898 to around 1905, generally include a year on the front of the card, which is rather a nice feature for dating the images. However, while some Canadian cards (notably those from Niagara Falls, Montreal and Saint John) are dated "1901" or earlier, I have not seen any examples of postmarks earlier than 7 May 1903. This may simply be a function of the small number of postally used cards in my sample.

#### Multiple Versions

A final issue is multiple versions. Detroit Photo and Detroit Publishing reissued many cards over the years while generally retaining the original numbering. Thus a card with a low number is not necessarily an old card (really old Detroit Photo cards will usually have "Private Mailing Card" backs, rather than simply saying "Post Card"). There are three other "multiple version" issues that might be of interest:



Figure 4. Views of Manitou, Manitoba, and Ranche in the District (No. 5993, Russell, Lang & Co., no date)

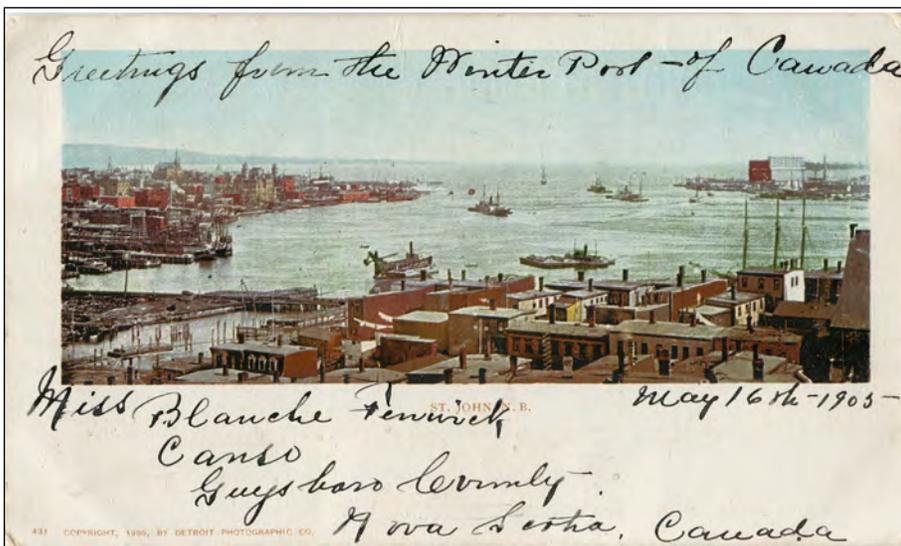


Figure 5. St. John, N.B. (No. 431, ©1900)

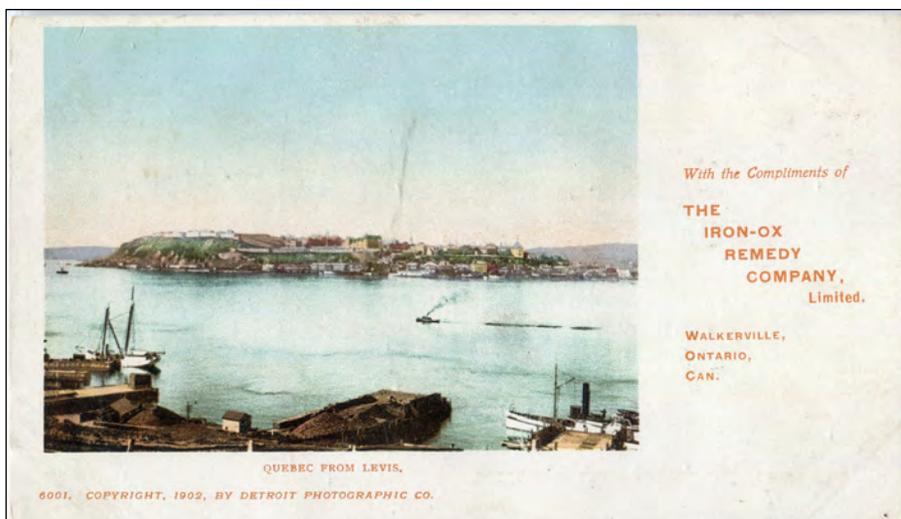


Figure 6. Quebec from Levis (No. 6001, ©1902)

1. The same card was often issued in two formats, with the image in small and large sizes. Whether this was just a matter of taste or represents a design change at some point, I don't know.
2. At least some Quebec cards were issued in both English and French formats, with translated captions on the latter.
3. Detroit Photo cards were occasionally overprinted with advertising, an example being those touting the Iron-Ox Remedy Co. Ltd., of Walkerville, Ont (see Figure 6 below). These advertisements are rare, it seems.

### Help Wanted

Please have a look at our online list, which is just a first try at nailing down the extent of Detroit Photo's work in Canada. There are undoubtedly many more cards out there, particularly in the company's later years (production continued until about 1931). Even some of the older cards are clearly missing, even though their general location may be inferred from the surrounding numbers. These fugitive cards include nos. 5673 (Niagara Falls), 5992 (missing from the Russell, Lang Manitoba series), 6005 (likely Quebec City), 6053 (Kingston or Ottawa?), 6182 (Montreal), 6438 (Vancouver) and 6519 (Sault Ste. Marie) – among many others. If anyone has guidebooks or knows of other lists that would help fill in the missing details, that information would also be appreciated.

# Lacrosse: “Our Country, Our Game”

By Rick Short (TPC #035)

I was watching Canada’s version of *Family Feud* recently, and this question came up: “On a scale of 1 to 10, how much knowledge do you have of lacrosse?” Those familiar with the show know that 100 Canadians had been polled and the contestant had to pick what they think would be the most popular answer. One contestant guessed “2” and the other “7” on the scale. It turned out that the most popular answer given was “1” on a scale of 10! Surprised? Probably not, since hockey, basketball, baseball and soccer are the most mainstream sports viewed and played these days.

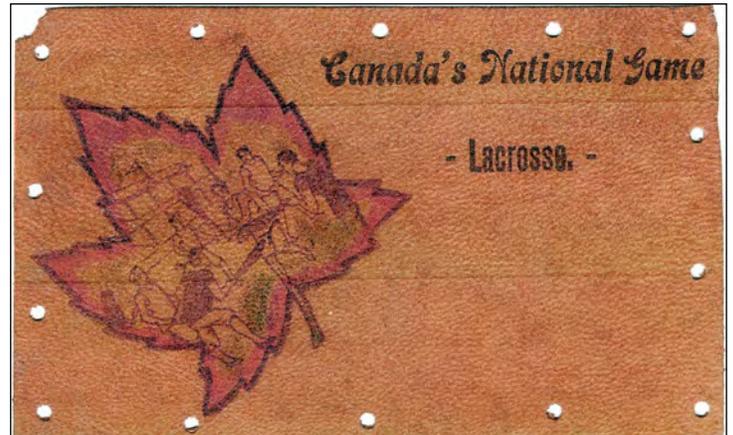
But if you go back 120 years, the most popular sports were much different. Cricket still had a following, ice hockey was becoming more popular, and lacrosse was actually known as Canada’s National Game: see the notation at the bottom of the card in Figure 1, a great caricature depicting the game of field lacrosse.



**Figure 1. Canada’s National Game (the “handwritten note” is actually printed on the card).**

Leather postcards were also quite popular in the early 20<sup>th</sup> century and this one also suggests that lacrosse is Canada’s national game.

But things are often not what they seem. Claims have been made that the legislature of the Province of Canada bestowed that moniker on the game in 1859 (no unequivocal evidence) or that the Dominion Parliament did in 1867 (no parliamentary record) or 1905 (see Figure 1). So what’s up? It wasn’t until 1994 that the *National Sports of Canada Act* officially made lacrosse the official summer sport and at the same time recognized hockey as Canada’s official winter sport. So there you have it: Canada has two official sports or games.



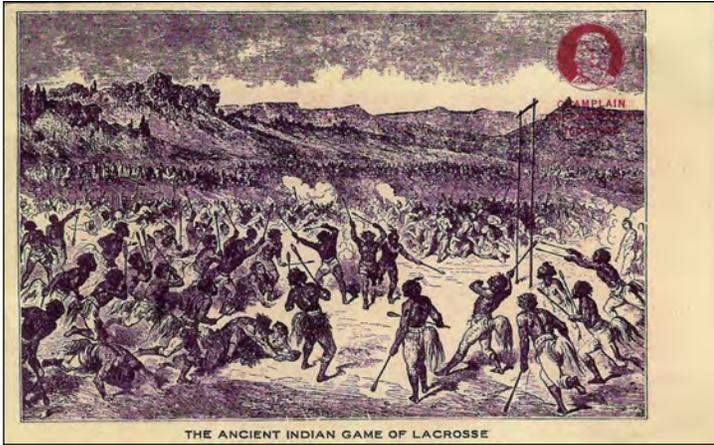
**Figure 2. Leather “patriotic” postcard promoting lacrosse. Note the illustration of the game within the maple leaf.**

To trace lacrosse’s evolution, one must start with the Indigenous peoples, pre-European influence. The Algonquin refer to early ball games as “baggataway”, whereas the Iroquois nation called them “tewaarathon”. The name “lacrosse” itself is said to have originated from early French settlers. Jean de Brébeuf thought that the stick used resembled a crosier, which translates to “cross”; thus “lacrosse”. Figure 3 shows the making of lacrosse sticks by the Mitchell brothers of Cornwall Island, Ontario.



**Figure 3. Making lacrosse sticks on Cornwall Island.**

The game had a spiritual significance to the native way of life and was said to be played for their Creator to show their gratitude to the Great Spirit for living a full life. The game kept the participants (male/warriors) fit and strong as it was played over long distances – up to a kilometer – and for extended periods of time.



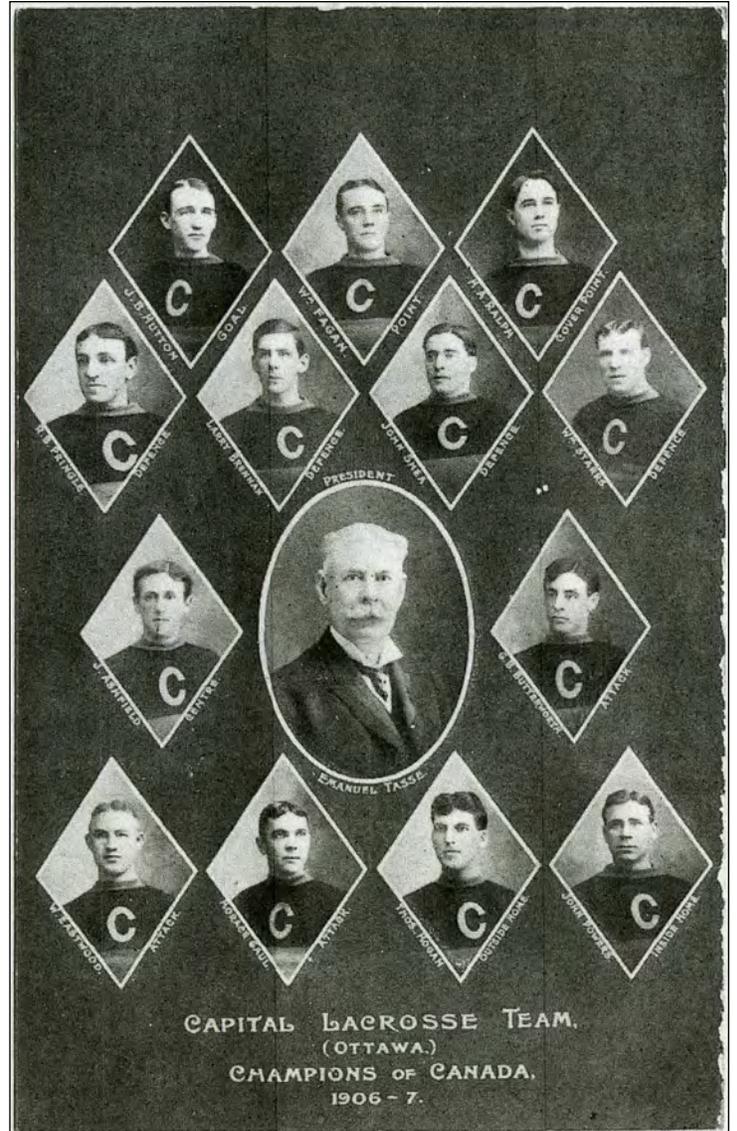
**Figure 4. As it once was: the ancient Indian game of lacrosse.**

It wasn't until the 1840s and 1850s that the first non-native lacrosse teams were formed, with no real rules or regulations in place. But in 1867 Dr. George Beers, a Montreal dentist, wrote out a set of game rules and instructions that were instrumental to the formation of the National Lacrosse Association, which was the first national sports governing body in North America. Through his work, he became known as the father of modern lacrosse. At this time (1867) there were about 80 clubs operating and more continued to form, with hotbeds in Ontario, Quebec and British Columbia. By the turn of the century, lacrosse was the premier sport in Canada with about 100 clubs; eleven alone in Montreal and seven in Toronto.

**Lacrosse in the Early Twentieth Century**

Hockey's Stanley Cup was first awarded in 1893, but it wasn't until 1901 that Lord Minto, Canada's Governor General, donated a cup to symbolize the Canadian championship in lacrosse. Senior amateur teams were the intended potential combatants for the "Minto Cup", but by 1904 efforts to keep professionals out were proving futile (hockey had the same problem) and the Cup thus became open to all challengers. Today, the Minto Cup is awarded to the champion junior lacrosse team in Canada.

The Montreal Shamrocks were very successful in early play. In 1906-07, the Ottawa Capitals were champions (Figure 5). You'll notice several star hockey players on the team: Bousse Hutton and Horace Gaul. Many top athletes often played both hockey and lacrosse since there was no seasonal overlap. Three men have won both the Minto Cup and the Stanley Cup: Newsy Lalonde, Harry Hyland and Bones Allen.



**Figure 5. The Ottawa Capitals, with Hutton at top left and Gaul second from left in the bottom row.**

The premier team in Canada from 1908 to 1915 was the New Westminster Salmonbellies of British Columbia. Luckily, there are many postcards depicting the Salmonbellies during that period, in which they won the Minto Cup seven times, losing to the Vancouver Lacrosse Club in 1911. (See Figure 6) On that 1911 team was hockey legend Newsy Lalonde. In 1908, the average player made as much as \$100 per season, with stars making up to \$1,000. Cyclone Taylor, the hockey star, made almost \$2,000 playing for New Westminster, while in 1917 Lalonde made \$3,000 playing for Vancouver. Lalonde was named the greatest lacrosse player of the first half of the 20<sup>th</sup> century and is also, of course, in the Hockey Hall of Fame.

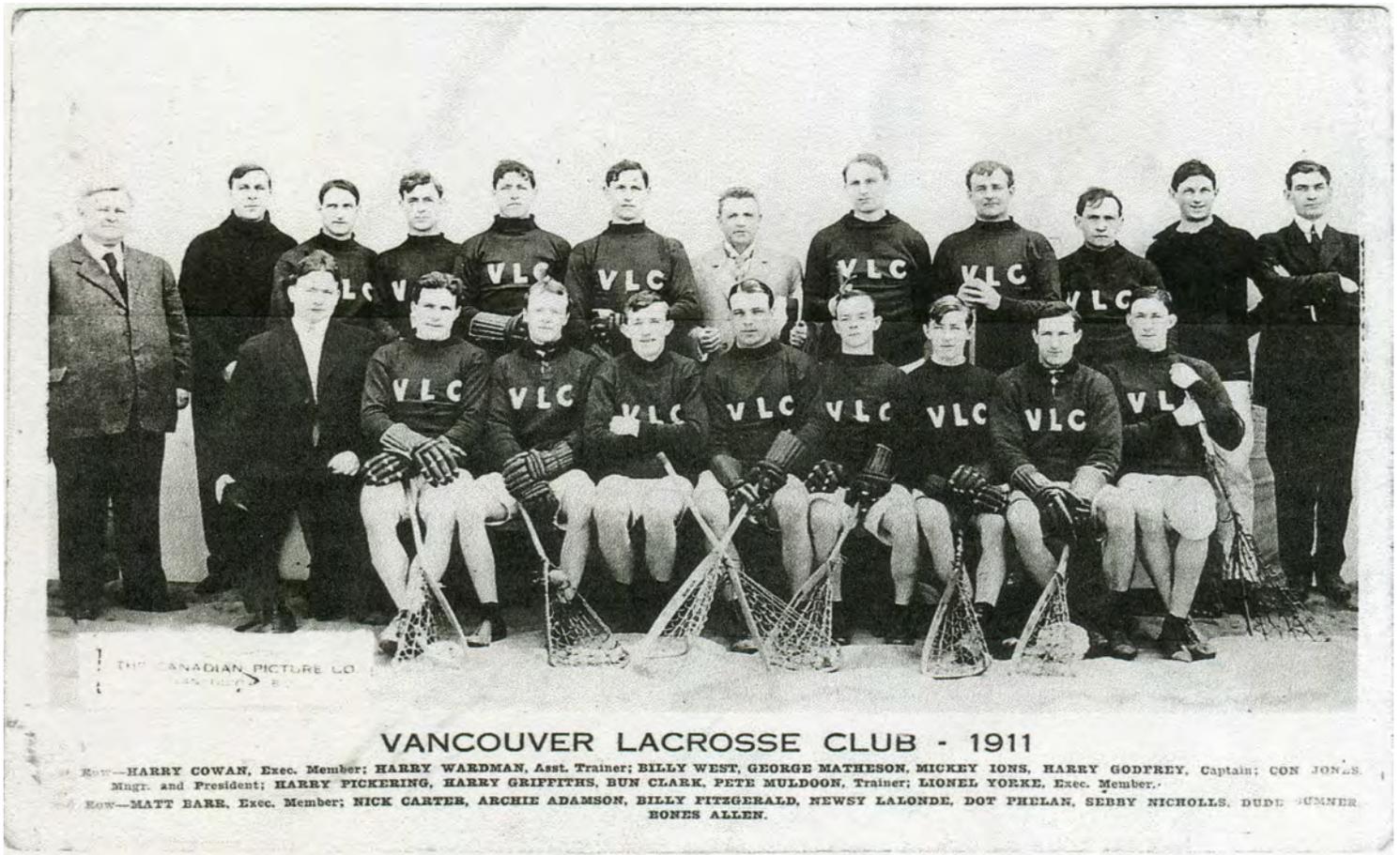


Figure 6. The Vancouver Lacrosse Club, 1911.

In 1908, New Westminster defeated Ottawa and Montreal to win the Minto Cup (see Figure 7). In fact, they were the last amateur team to win the Cup. I've included a card from that time period (Figure 8) to give an idea of the popularity of the team and the crowds that attended their games.



Figure 7. The Salmonbellies, all nicely dressed up in Montreal, ready to hop the train back to B.C.



Figure 8. An example of the large crowds that the New Westminster side drew in its Minto Cup-winning heyday.

As always, reading the backs of the cards is enlightening. We see the well-dressed fans watching Minto Cup action in 1909. Not only does the sender of the card identify herself, but comments on the crowd size to be about 6,000. Attendance is said to have hit 15,000! In Figure 9 we see a team photo of the 1908 championship team.

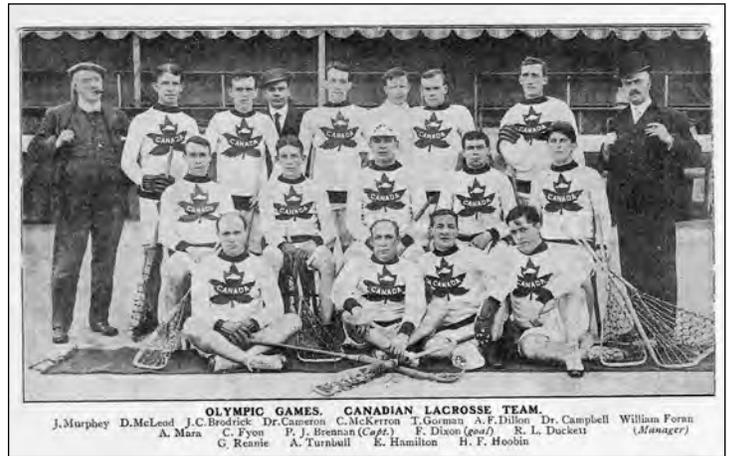


**Figure 9. New Westminster Lacrosse Team, photo by Hackett.**

It's been said that 1911 was the high point of the popularity of lacrosse in New Westminster and Vancouver. Two things hurt its future: indoor artificial ice at the Denman Arena (1911-12) allowed the pro hockey leagues with Frank and Lester Patrick to take hold. Secondly, the advent of World War I put a hold on competition. The Minto Cup was still contested, but there were few challengers. Lacrosse had disappeared in the Maritimes before the turn of the century and in the 1930's a new game was developed to take advantage of the empty hockey rinks. Box lacrosse or "boxla" was the new rage and more closely resembled hockey (speed and action) and is still popular today. Most field lacrosse is played at the college level in the U.S. There are still hotbeds of lacrosse across Canada, but not like the early 1900s.

### Canada and the Olympics

Canada holds the distinction of being the only country to win gold medals for lacrosse at the Olympics. In 1904 at St. Louis, the Canadian team, represented by the Shamrocks of Winnipeg, defeated the U.S. by a score of 8-2. In fact, the bronze medal was won by a Mohawk team from Canada as well. In the 1908 London games, Canada defeated England 14-10 (see Figure 10). Lacrosse as an Olympic sport was discontinued, but it was played as a demonstration sport in 1928, 1932 and 1948.



**Figure 10. Canada's gold medallists at the 1908 Olympic Games in London.**

### Lacrosse Postcards

Postcards depicting lacrosse from the early 1900s are quite difficult to find. My collection consists of 67 postcards and I'm not sure how many more are out there. I usually get pretty excited when I find one that I don't have, but they do exist (I think!). The majority of my collection originates from Ontario (no surprise) with lots of small towns like Hanover and Marmora represented. British Columbia is also well represented, of course. Regina had some great teams, but I haven't found a card depicting any. There are lots of photo in archives across Canada, but few of them were ever made into postcards.

In closing, a couple of my favourites are below and on the next page. In addition, a very rare card of the Powassan, Ontario team of 1907, with its perfect 8-0 record, graces the cover of this issue!:



**Figure 11. Pickup game photo, in front of a freight car, RPO postmark.**



Figure 12.A great caricature depicting the game of field lacrosse.

## A Winter's Tale: Snowed Under in ... Victoria?

By Drew Waveryn (TPC #1523)

Winters in Canada are harsh. It's no secret. Canadians know it. Well, most Canadians, that is. Anyone who knows someone who has lived in Victoria, BC, will, no doubt, have heard all the boasting about winters on the southern tip of Vancouver Island; snowdrops and crocuses blooming in January... daffodils and cherry blossoms in February... the total of the annual Greater Victoria Flower Count every March... golfing 12 months of the year... UPS couriers in shorts year-round... the "terrible" snow fall one winter which left nearly three inches of snow that turned to slush within hours and melted...

Every so often, though, Mother Nature likes to smack that smug smile off Victoria's face. Just ask anyone who



Figure 1. Soldiers are hard at work shovelling snow on Government Street in this RPPC by Trio.

lived there in December, 1996. In the final week of that year, the city received 124cm (49") of snow with 65cm (26") on December 29 alone. The entire region was paralyzed since the municipality didn't possess as much as a snow shovel to clear the streets. Meteorologists with Environment Canada called it the "Storm of the Century."

That moniker wasn't strictly correct, however. The last time Victoria had received as devastating a snowfall was nearly 80 years earlier. During the early hours of February 1, 1916, snow began falling and continued for 38 hours. By the time it ended, a 78cm (30") white blanket had covered the city. There had also be strong winds which drove the falling snow into drifts more than



**Figure 2. Another view of Government Street, this one by Victoria Book & Stationery. Soldiers are attempting to deliver a horse-drawn sled, loaded with supplies.**



**Figure 3. The BC Electric Railway rotary plough clearing the streetcar tracks on Fort Street. Notice the message "See what you missed."**

3m (10') high in places. With no equipment to clear the snow, 150 men were hired by the City and paid 40 cents per hour to clear the streets with shovels. This was not nearly enough men to get the job done in a timely fashion so nearly 1000 soldiers from Willows Camp were enlisted to fight the "Battle of the Snow." The onslaught of snow was personal for the troops since the roof of the mess hall at the camp had collapsed under the weight of the snow on it. The young men at Willows Camp were there for training in preparation to be shipped to the trenches of France so fighting snow was likely a welcome distraction. Shovels were handed to the soldiers until there were no more. The remaining men were told to stomp down the snow as best they could. Fifty of them were formed into a team to pull a wooden snow-plow blade through the streets. Blacksmiths, who were able to make their way to the City's work yard, were busily crafting metal snow-plow blades to be dragged behind teams of horses. The British Columbia Electric Railway Company had a rotary snow plow ferried over from the mainland to clear the streetcar tracks.

In spite of all the effort put into restoring some sense of normality, citizens were quickly feeling the effects of the impassable streets. In an era before residential refrigeration, food supplies were soon running out in homes around the city. Farmers still had to milk the cows and gather the eggs, but had no way of delivering their products. Milk froze in cans stacked outside the barns. One local bakery produced four thousand loaves of bread, but lacked the ability to deliver any of it. Many homes and business were also quickly running out of coal. The colder-than-usual winter had already put a strain on the local coal companies and supplies were running low. A representative of one coal supplier was quoted in the *Colonist* newspaper as saying that "the only way people can get coal is to take it home on their backs." Some residents resorted to breaking up furniture, pulling down fences and cutting down trees in order to keep their homes heated. The *Colonist* also reported the extreme



**Figure 4. Douglas Street, normally crowded and bustling, is nearly abandoned in this Victoria Book & Stationery RPPC.**



**Figure 5. A snowdrift looms over a group of men on Johnson Street in this Trio card.**

measures taken by desperate people. One woman was seen making her way through the snow in a red jacket and blue trousers. Trousers! What was the world coming to!? The newspaper reporter was of the opinion that “it is unlikely she will again make a public appearance in male attire.” Postal workers did their best to keep the mail moving and occasional deliveries were made, but it was a far cry from the usual twice-daily delivery. Once again, soldiers were pressed into service to deliver emergency supplies.

The news wasn't all bad though. Downtown hotels and restaurants were doing a booming business. Those who had gone to work on the morning of February 1, when getting around in the snow was manageable, were stuck in town by the end of the workday. With no way of getting home and nowhere else to go, hotels were the only option. Restaurant kitchens were kept hopping until food supplies ran out. There was big business in postcards as well. Photographers were on the streets, busily taking photos which were quickly reproduced as postcards by companies such as Victoria Book & Stationery and Trio. Today, these cards are highly sought after by collectors and I'm pleased to have nearly two dozen in my collection, some of which I have included with this article. I was thrilled to find one to add to my collection when I attended the TPC show in February 2020.

So the next time someone you know who lives in or near Victoria is gloating about the lovely winter they are having, have yourself a chuckle when you remind them about 1916 and 1996. After all, karma and Mother Nature don't like braggarts.



# My Leather Postcard Accessory

By Barb Henderson (TPC #920)

Funny how obscure postcards in obscure places catch your attention. What are the chances that I would uncover this one at a stand at the Aberfoyle Flea Market in the late fall? It's not a particularly interesting graphic, the postcard message "Look before you Leap!" plays on the passage of time from being a single man – a bit male chauvinist in today's terms – to a family man. It's an undivided back posted from Toronto to Burlington, Ont., in 1905 – so at least interesting for its early use. And the stamp is decidedly applied upside-down, which may have had meaning.

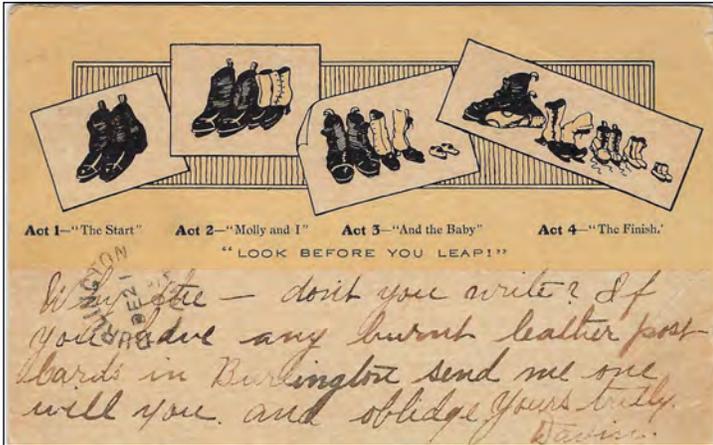


Figure 01 - Look Before You Leap

The writer's message is what got me to spend \$6.00 for it – too much really, but had to have it! Not that there is any doubt that "burnt leather" postcards were gathered to be made into stuffed pillows. I have an attached pair in my collection, **Jon Soyka (TPC #1500)** is the keeper of an actual burnt leather pillow recently displayed at the Dundas (Ont.) Museum, and one of my leathers has a drawing of a woman making a pillow with a preprinted appeal for more leather postcards. That said, this personal appeal by Davin to Miss Maggie Robinson to write! ... and to do so on a burnt leather postcard, completes the story for me. There was even an empty space in the "leather postcards" section of my novelties binder awaiting its arrival!



Figure 03 - Attached pair of leather cards



Figure 02 - Jon Soyka pillow

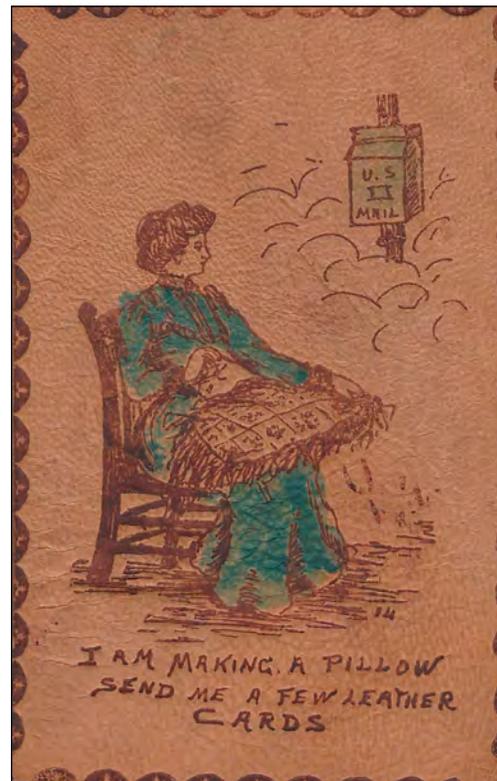


Figure 04 - Request Card

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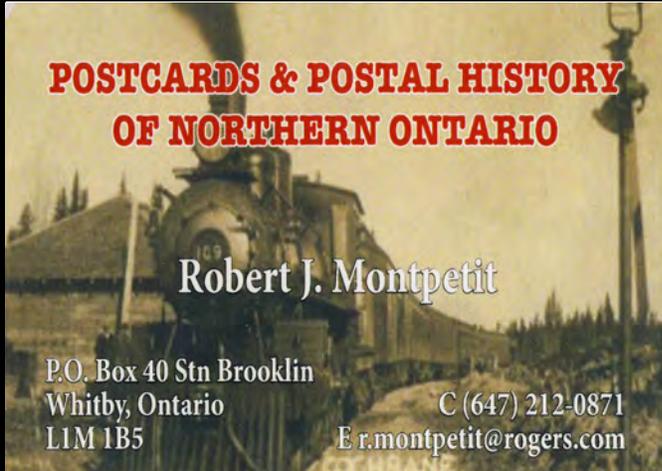


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# TPC VIRTUAL MEETING SCHEDULE

All meetings are Third Sunday of the month at 2:00 p.m. ET, via ZOOM  
Email invitations will be sent in advance



SUNDAY, DECEMBER 20, 2020

## HOLIDAY POSTCARDS, OF COURSE

*Note: This meeting will begin with our Annual Meeting and Election (see page 2)*

What's the oldest Christmas, Hanukkah or New Year's card in your collection? The oldest ever? What's the difference between Krampus and Santa? Let's talk holiday greetings. Make sure to have your seasonal beverage at hand for a fond (?) farewell to 2020.

SUNDAY, JANUARY 17, 2021

## INSTALLMENT POSTCARDS

From Metropostcard.com: These novelty postcards were issued in sets and [were] meant to be sent to a single person over a short period of time. When all the cards were accumulated, they could be pieced together to form a coherent image or message. It is no longer easy to find complete sets of these cards. Join us for a ZOOM show of "installments" from the large collection of TPC member **Ian Dantzer (#1405)** He'll address some of the finer points of what makes them "good ones" and valuations. If you have an installment view set that you wish to share for comment, scan it and share it after Ian's presentation.

SUNDAY, APRIL 25, 2021

## APRIL ASSOCIATIONS

A "show and tell" of postcards that portray April – like Showers, Flowers, Spring, Robins, Gardens, Fools, Baseball, Easter, Earth Day, the delight in being outside in the fresh air again!! and so on. Make sure to have your images available in a picture file, PowerPoint or Word on your desktop so that we can all see than on your shared screen.

SUNDAY, FEBRUARY 21, 2021

## THE 40TH ANNUAL TPC NO-SHOW SHOW & TELL (because we don't have a show to go to!)

We can't gather in person but we can ZOOM together to share Show stories. About that great Show discovery. Maybe a favourite Show memory (please, not the ice-storm ones!) Remember "frames"? Recalling collectors met at the Show who influenced your collection. Of course, we want to see postcards so scan them to be able to share them on ZOOM.

SUNDAY, MARCH 21, 2021

## HAMILTON'S TRANSIT HISTORY THROUGH POSTCARDS

Hamilton had it all: trains, buses, inclines, streetcars, trolleys and radials that serviced this commercial centre in Ontario from the late 1800s. TPC member **Tom Luton (#1592)** will share his extensive research about these many transitways along with vintage views to accompany the story. If you can't make the meeting, you can see Tom's discoveries on his website [www.trainweb.org/hamtransithist/Postcards.html](http://www.trainweb.org/hamtransithist/Postcards.html)

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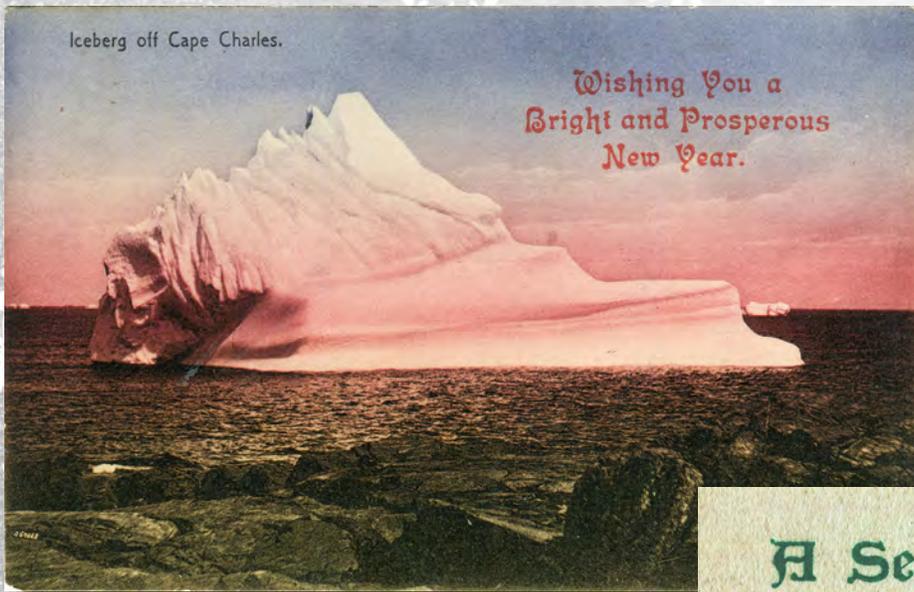
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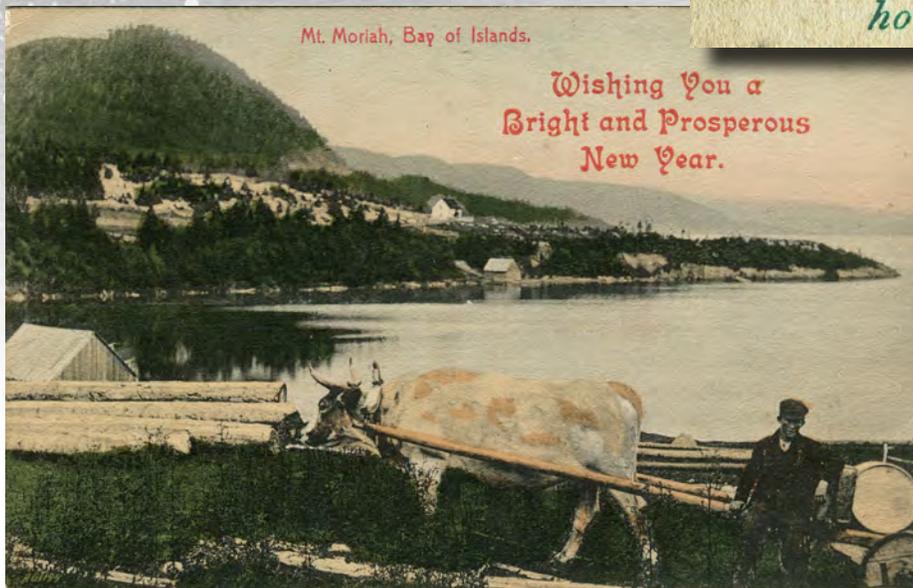
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# NEWFOUNDLAND NEW YEAR



## A Seasonable Wish.

*May your TREASURES come  
in ARMSFULL,  
Your RICHES be untold,  
And what you have the  
LUCK to get,  
You'll have the sense to  
hold.*



These postcards by Ayre & Sons, Ltd., of St. John's were printed in Germany with special New Year's greetings on front and back (the poem reproduced above). To learn more about the history of Newfoundland & Labrador postcards, turn to page 6 of this issue.