



KING GEORGE VI POST & MAIL

January - April 2006

Issue 8

1951 Definitive Issue Dates in Question

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BNAPSer Andy Ellwood recently wrote to say he has been working on a 75 year date collection between 1898 and 1973 and that periodically he comes across dates which are unusual. Andy mentioned that he only uses examples of the 1951 4¢ vermillion King George VI definitive for the period November 1951 to February 1954.

According to the *Unitrade Specialized Catalogue of Canadian Stamps*, this stamp was first issued in sheet form on November 8, 1951. In going through approximately 3000 stamps, Andy has found five copies with SON dates prior November 8, 1951. Andy writes "Originally I thought that it was an early release in Zurich, Ontario as the first two examples that I found were from that town. However, I now have two more examples from Ontario and one from Saskatchewan and I am still looking". Examples of the dates and place of use can be easily seen from the scans adjacent.

Next step for Andy was a visit to Canada Post's website which revealed the 1951 4¢ vermillion was issued July 25, 1951, not November 8th. This has left Andy now wondering why he has identified no dated examples prior to October 1951. Andy's question – "Were these held back in order to move the stocks of the 1949/50 4¢ carmine? If so, there should be some record as to when they were released by the Post Office".

Andy plans to explore this story further and promises to keep Post & Mail readers informed of his findings. Andy has requested that if any George VI Study Group Member has information related to the 1951 4¢ vermillion issue dates they might share with him, he can be contacted by email at andy_ellwood@rogers.com or through your Editor.



Bolton, Ontario



Zurich, Ontario

► Chairman's Notes - by Gary Steele

Has anybody thought about how much more time you may have lately for your stamp collections, postal history collections and additional philatelic activities with organizations? With so much more going on in the world there are always other things to take up your time so this may not be the case. On the other hand, many of our Study Group members are now retired or in partial retirement and have more time to focus on many different things including their philatelic interests.

One of these is the new forums that have been implemented for both the King George VI Study Group and the BNAPS Internet Study Group or ISG websites. Have you looked into these yet? There is not that much activity on either and only we as members can make it work due to the fact that they are not open to the world for non-members. A few threads have worked well on the BNAPS ISG board with regards to some queries that some have. The more of us that become involved, the more successful these forums will become. The link for the ISG site is on the BNAPS website under the headings FORUMS. I believe most of you have been to the George VI site through Stephen's emails. I encourage anybody to use the forums or email me or Stephen as much as you like regarding any questions, concerns, ideas or just general chitchat.

On a related subject, I do not usually get to view other peoples collections unless I happen to be visiting other cities and meet up with them at their homes. Recently Mike Street was in Halifax and we got together downtown so I brought along a binder of my some recently acquired postage dues material. Someday I hope to get to see some of Mikes items if I ever get to southern Ontario. One way we might be able to share our collections with others is to download your covers, stamps etc. onto a third party site like www.photobucket.com or onto your own website. I sometimes download images from the web for research or in case I might get a second chance to purchase something.

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Annual Dues:

All addresses: C\$ 10.00
Please make cheques payable to
Mr. Simon Cloughton and marked
"KGVI Study Group"

Back Issues: \$2.50 Cdn; \$2.00 U.S;
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► EFO's & Varieties

This issue's EFO was discovered by the late Bill Prest while stationed in Ottawa during the Second World War and has been handed down father to son to your Editor. Bill liked to call it his "\$4.00 Destroyer" and the item held a special place in his collection.



During the printing process, excess ink was applied in the area of the left hand "1" which resulted in an ink blob resembling a "4". This would likely be a one-off transient flaw and so would be classified as a "Freak" in the EFO world. Bill inspected the balance of \$1.00 Destroyer stock at the Ottawa Post Office Philatelic window the day he bought this item, but it was the only example present.

Now for the second part of this story. In preparing the enlargement for this article, your Editor noticed that the broken arm of the "N" in Canada in the top right hand stamp of the block of four. This appears to

be a plate flaw, an "Error" in EFO terms, but had gone undetected by Bill and your Editor previously. Perhaps other Members can shed further light on this error or whether they have examples of the "Broken N" of the 1942 War Issue \$1.00 Destroyer in their collections.

As always, your Editor would be pleased to learn of other examples of EFO's & Varieties on King George VI stamps Members might have in their collections.

□ Editor's Desk

This current Issue No. 8 features Part II of what Gary Dickinson's series of articles on collecting First Day Covers of the King George VI period. Gary's article focuses on the different types of cachets found on FDC's of the period.

This issue also features the fifth in John Burnett's series of articles on postage rates during the 1937-42 Mufti period. John's current article deals with Canadian mail to countries on the African continent and also provides some insights into the "Empire Air Mail Scheme" initiated by Great Britain in the immediate pre-World War II period.

Also in this issue, is Gary Steele's extensive article on Canadian mail to British America and Mexico during the Mufti period. Gary's article contains many interesting examples of Canadian mail forwarded to smaller British colonial destinations in the America's, examples of two letters franked by two jurisdictions and two examples of short-paid letters that attracted postage due.

Issue 9 of the Post & Mail is already in the planning stages. Gary Dickenson has sent through the third of his series of articles on First Day Covers and John Burnett has forwarded an article on mail to the Middle East and India during the Mufti Period. Your Editor is on the lookout for additional material for future issues and hopes that over the next few months members will be able to submit articles for publication.

KING GEORGE VI POST & MAIL

King George VI Post & Mail is produced in Word using Microsoft Publisher. Manuscripts can be submitted to the Editor either by mail or, preferably, in electronic format with text documents in M/S WORD. Scanned illustrations (using a black background) should be sent as separate electronic files or colour photocopies.

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Postal History during the King George VI 1937 - 42 “Mufti” Era Part V - Postage Rates to Destinations in Africa

By John Burnett

Parts I to IV in this series of articles on the Postal History of the Mufti era (1937-42) have covered mail to destinations in Canada and the Americas. This Part V article examines Canadian mail to destinations in Africa.

A summary of the rates and fees applicable for Canadian mail forwarded to African destinations is shown below. The rates for First Class Letters and Postcards conveyed by surface means were similar as those applicable to Canadian mail sent to Empire and non-Empire UPU destinations in the Americas. Rates for airmail letters however varied considerably during the early part of the George VI reign, in particular for letters sent by airmail to British Empire destinations in Africa, Asia and Australasia.

With its far flung empire, Britain had a particular interest in promoting airmail services. Various air conveyance services had developed between key dispatch points in the Empire by the early 1930's and this led to initiatives to establish a formal Empire wide airmail delivery service.

The aim of the *Empire Air Mail Scheme (EAMS)* was to provide regular connections between the countries of the British Empire at the very low postal rate of 1½d per half oz. The first stage of the EAMS between the UK and South Africa started on June 29 1937, the second stage to Singapore on February 23 1938 and the third stage to Australia and New Zealand on July 26 1938. At its peak in mid 1939, the EAMS covered almost all British Empire destinations in Africa, Asia and Australasia but not British Empire destinations in the Mediterranean, the Americas and the Atlantic Ocean (*See footnote at bottom of Page 4*).

First class letters leaving Canada for EAMS destinations were forwarded via the scheme as of February 23, 1938. This “All Up” service entailed surface transport to the UK by sea, followed by air service to the EAMS destinations. The cost for first class letters sent via the EAMS was 6 cents per ½ oz.

... Continued on Page 4

Canadian Postage Rates and Fees for Mail to Africa (1937 - 42)

<u>Category</u>	<u>Rates</u>	<u>Effective Periods</u>
Letter (First Class)		
British Empire	3¢ first oz., 2¢ per added oz.	Effective July 1, 1931 through the entire Mufti period
Other UPU Countries	5¢ first oz., 3¢ per added oz.	<i>ibid</i>
Post Cards (Surface)		
British Empire	2¢ each	Effective July 1, 1931 through the entire Mufti period
Other UPU Countries	3¢ each	<i>ibid</i>
Post Card (Empire Air Rate)	4¢ each	Effective February 23, 1938 to September 1939
Air Mail Letters		
British Empire (Atlantic Surface to UK)	25¢ each ½ oz; then 6¢ each ½ oz;	Effective July 1, 1935 to February 22, 1938; then, from Feb 23, 1938 to September 1939 (Empire Rate)
Other UPU Countries	25¢ each ½ oz;	Effective July 1, 1935 to September 1939
Other Rates to Africa		
(Surface to UK then Air)	30¢ each ½ oz	Effective October 1939 for balance of Mufti period
(Atlantic Air conveyance)	60¢ each ½ oz	<i>ibid</i>
(Miami Route to W. Africa)	Various; 75¢ or 90¢ each ½ oz	Effective December 1941
Third Class Matter	1¢ per each 2 oz.	Effective July 1, 1930 through the entire Mufti period

Additional Services

Registration	10¢ for \$25 indemnity (only)	Effective July 15, 1920 through the entire Mufti period
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... Mufti Era Postage Rates to Africa

by John Burnett

.... Continued from page 3

The Empire Airmail was suspended with the onset of hostilities in Europe in September 1939. The October 1939 edition of the Post Office Monthly Supplement noted this development and advised Post Masters that first class mail to EAMS destinations would be conveyed by surface means at the former rate of 3¢ for the first ounce and 2¢ for each ounce thereafter. The rates to Iraq, Kuwait and Trans-Jordan would revert to the 5¢ first oz, 3¢ each additional oz. rate for other U.P.U. countries.

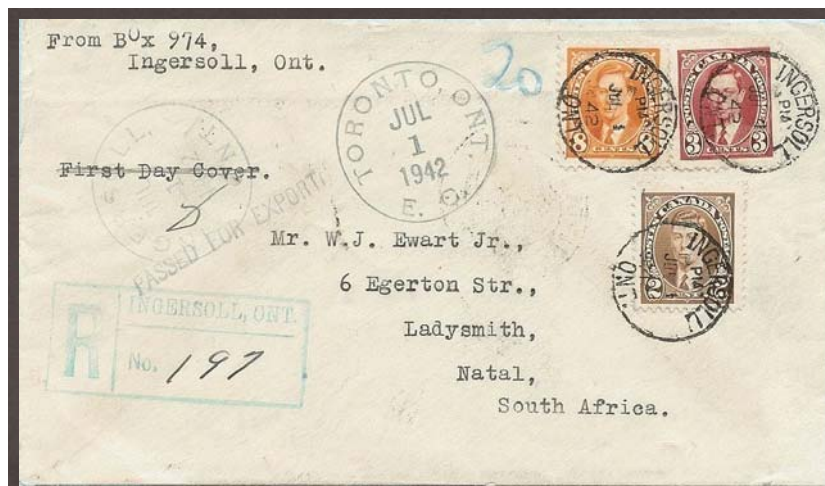
The October 1939 Monthly Supplement goes on to indicate that a restricted surcharged airmail service beyond the United Kingdom to former EAMS destinations would be maintained at an air postage rate of 30¢ per one half ounce or fraction thereof. If Trans-Atlantic air conveyance was required, a fee was 60¢ per one half ounce was charged for air mail letters sent from Canada to all destinations in Africa.

One further rate deserves special mention and that is the 4¢ rate that applied to Postcards sent from Canada to EAMS destinations. Readers of Post & Mail Issue 7 may recall my comments on how difficult it is to find a regular postal item bearing a single 4¢ Mufti stamp to pay the correct rate. So far I have not seen an example of such a Postcard that may have been sent to an EAMS destination. I am sure a few must have been sent in the February 1938 to September 1939 period that Canada Post forwarded mail to Empire Air Mail Scheme destinations and would be interested in learning if anyone has one in their collection.

First Class Surface Letter (Registered)

First class letters sent surface to British Empire countries within Africa traveled under the Empire rate structure of 3¢ for the first ounce and 2¢ for each additional ounce. Illustrated below is a cover addressed to Ladysmith, Natal in South Africa and has the added service of registration. The 13¢ rate was 3¢ for the first ounce and 10¢ for registration.

Mailed from Ingersoll, Ontario on July 1, 1942, it carries an interesting transit strike from Toronto. This cancellation with the notation "E. C." at the bottom indicates that the letter passed through "Export Control". The envelope also has been hand-stamped "Passed for Export".



Registered letter mailed July 1, 1942 from Ingersoll, Ontario to Ladysmith, Natal, South Africa franked with one each of 2¢, 3¢ & 8¢ Mufti stamps to pay the registered first class letter rate to South Africa

Footnote: Empire Air Mail Scheme destinations listed in the October 1939 Post Office Monthly Supplement were:

Egypt, Sudan, Kenya, Uganda, Tanganyika, Zanzibar, South Africa, South West Africa, Basutoland, Bechuanaland, Swaziland, Nyasaland, Northern Rhodesia, Southern Rhodesia, Seychelles, Mauritius, Aden, Palestine, Trans-Jordan, Iraq, Kuwait, India, British India Post Offices in the Persian Gulf, Ceylon, Burma, Malaya States, Straits Settlements (Singapore), North Borneo, Sarawak, Brunei, Australia, Banks, Cook, Norfolk & Fanning Islands, Nauru, New Guinea, Papua, Gilbert & Ellice Islands, Hong Kong, New Hebrides, Solomon Islands, New Zealand, Samoa (Western).

... Mufti Era Postage Rates to Africa

by John Burnett

First Class Surface Letter to Algeria

The rate of postage for a first class letter addressed to a non British Empire country was 5¢ for the first ounce and 3¢ for each additional ounce. Illustrated below is one of my favourite covers in my collection because it has an interesting story attached to it. Mailed from London, Ontario on October 15, 1942 it is addressed to Laghouat, Algeria where Vichy regime of wartime France had established a Prisoner of War Camp. While posted slightly beyond the dates normally associated with the Mufti period as evidenced by the two 1¢ War Issue stamps affixed, the letter does bear stamps totalling the rate for first class letters sent from Canada to non British Empire UPU destinations during the Mufti period.

The cover is addressed to L. H. McGyn, the only known Canadian being held prisoner at Laghouat and how he got there is where the story lies. McGyn was serving onboard the British Cruiser HMS Manchester at the time. In August 1942, Malta was on the verge of collapse due to lack of oil and food supplies. Operation "Pedestal" was mounted and a convoy of fourteen merchant ships protected by a large fleet of Royal Navy vessels including three aircraft carriers, two battleships, three cruisers and fourteen destroyers, sailed toward Malta via the Gibraltar Straights, hugging the North African coast. Here they were met by a naval support group from Malta which comprised another aircraft carrier, three more cruisers (including the HMS Manchester) and a flotilla of destroyers.

Off the north eastern coast of Tunisia near Point (or Cap) Bon (Ras at-Tin), the HMS Manchester was struck by three torpedoes all in her propeller shafts. She lost several crew members in the attack in addition to three of her four propellers which caused her to cruise uncontrollably in a large circle. Some of the crew were transferred to the destroyer HMS Pathfinder but subsequently, fearing the Manchester might fall into enemy hands, Captain Drew decided to scuttle her. The remaining members of her crew made it ashore at Cap Bon, which was a mere fourteen miles away, where they were captured. They were incarcerated at the POW camp at Fort Laghouat located some two hundred and fifty miles south of Algiers at the edge of the Sahara desert.



*First class letter mailed October 15, 1942 from London, Ontario to Laghouat, Algeria
franked with a 3¢ Mufti and two 1¢ War Issue stamps to pay the 5¢ first class letter UPU rate to Algeria*

The Laghouat POW Camp was liberated in late 1942 during Operation Torch. By the time the letter had arrived, the camp had been liberated and the letter was returned to the sender in Canada as not deliverable.

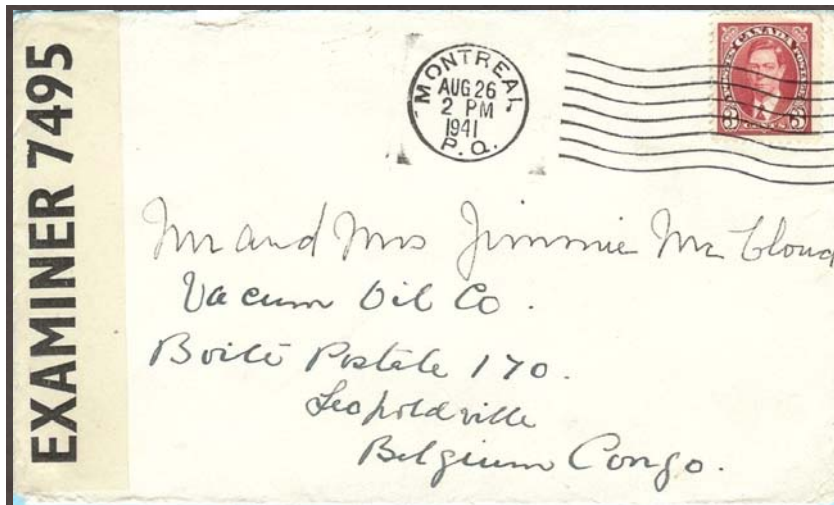
I believe this cover is unique as a Canadian cover. I would be most interested if any of our members could shed some more light on this item or any other covers that might exist.

... Mufti Era Postage Rates to Africa

by John Burnett

First Class Surface Letter to Belgian Congo

The envelope illustrated below was sent to the non British Empire UPU country of Belgium Congo. The normal UPU rate for this destination was 5¢ for a first class letter of up to one ounce mailed from Canada. This particular letter has been short paid by 2¢ but was apparently delivered nonetheless without being charged a deficiency tax.



First class letter mailed for surface conveyance August 26, 1941 from Montreal, Quebec to Leopoldville, Belgium Congo franked with a single 3¢ Mufti stamp which short paid the 5¢ UPU letter rate to a non Empire destination in Africa.

First Class Surface Letter to Nigeria (Forwarded to Niger)

The cover shown below is franked with a 3¢ Mufti stamp, the proper Empire surface rate to Nigeria. The letter was addressed to Minna in Nigeria, but was redirected via Lagos to Tibiri in southern Niger via Niamey and Maradi. Niger was a French colony in central Africa which, together with Chad, declared their alignment with the Allies of Free France in November 1940. If the letter had been addressed directly to a recipient in Niger, it would have required a 5¢ cent stamp to pay the non Empire UPU rate.

The cover has numerous censor and control markings including transit through Cameroon. It also has the Vancouver V ... — slogan cancellation which is an area I think someone in our group might consider researching and writing up.



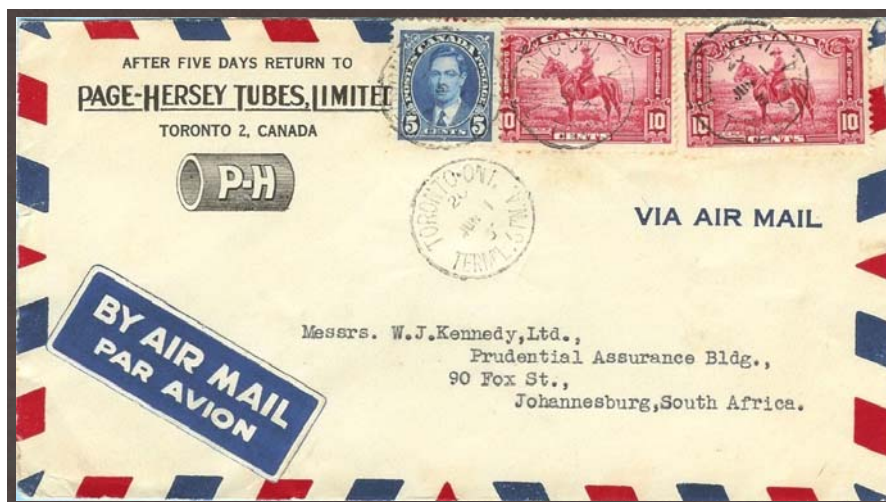
First class letter mailed November 23, 1941 from Vancouver, B.C. to Minna, Nigeria & redirected to Tibiri, Niger franked with a single 3¢ Mufti stamp which paid the first class letter rate to a British Empire destination in Africa.

... Mufti Era Postage Rates to Africa

by John Burnett

Air Mail Letter - The 25¢ Rate to South Africa

The letter below was franked at the 25 cent rate applicable in the early part of the George VI reign for airmail letters weighing up to ½ ounce mailed to destinations in Africa. This letter would have been conveyed to Britain by sea and then flown to South Africa on the Imperial Airways route through Egypt, Sudan and former British colonies further south in East Africa. The letter was mailed June 1, 1937 so the two 10¢ “Mounties” stamps of the 1935 Pictorial issue were still in current use. The 25¢ rate remained in effect until February 23, 1938 when the new rates for the Empire Air Mail Scheme came into effect.



*Air Mail letter forwarded June 1, 1937 from Toronto, Ontario to Johannesburg, South Africa
franked with a 5¢ Mufti and two 10¢ 1935 Pictorial stamps to pay the 25¢ air mail rate to British Empire destinations in Africa*

Air Mail Letter - The Empire Air Mail Scheme 6¢ Rate to South Africa

The letter below is another favourite of mine. Here the Canadian 6¢ per ½ oz. all up Empire Rate to South Africa has been short paid by 3¢. The envelope has a large circular T/3^p (30 centimes) and a message “PLEASE ADVISE YOUR CORRESPONDENT THAT THE LETTER RATE IS 6 CENTS PER HALF OUNCE”.

The letter carrier applied a South African 3d postage due stamp cancelled it with a Johannesburg circular cancel but, for whatever reason, he was not able to collect the 3d fee and so marked the front in red manuscript “unable to obtain surcharge”. The postage due stamp has been crossed out and the envelope hand-stamped “CHARGE NOT COLLECTED”. A few days later a second attempt to deliver the letter was made. A second 3d postage due stamp was affixed and cancelled with a Johannesburg canceller.



*Air Mail letter forwarded February 1, 1939 from Toronto, Ontario to Johannesburg, South Africa
franked with a 3¢ Mufti stamp which short paid the 6¢ Empire Air Mail Scheme rate to British Empire destinations in Africa*

... Mufti Era Postage Rates to Africa

by John Burnett

Air Mail Letter - The Empire Air Mail Scheme Double Rate to South Africa

The letter below was mailed to South Africa during the February 1938 to September 1939 period that Empire Air Mail Scheme rates applied to airmail letters from Canada to destinations in Africa. The rate was 6¢ per ½ ounce or fraction thereof so this letter must have weighed between one-half and one ounce thus attracting the 12¢ “double” rate. The letter traveled from Montreal to New York, was conveyed to Britain by sea on the S.S. Queen Mary and then flown to South Africa by Imperial Airways.



*Air Mail letter forwarded February 9, 1937 from Montreal, Quebec to Port Elizabeth, South Africa
franked with three 2¢ and two 3¢ Mufti stamps to pay the 12¢ double Empire Air Mail Scheme rate to destinations in Africa.*

Third Class (Printed) Matter

Canadian mail other than first class posted to destinations in Africa during the Mufti period is hard to find. The cover below, while posted outside the 1937-42 Mufti period, is the only example of third class mail to Africa that I have been able to find to date. The letter had been sent from Toronto on April 22, 1943 to Bugondo, Uganda and has been franked with an overprinted “4530” (Toronto) precancelled 1¢ Mufti stamp to pay the printed matter rate for items weighing up to two ounces.

There is an “OROTI UGANDA” transit strike dated August 24, 1943 on the back of the envelope and a “BUGONDO” receiving strike dated August 25th. This third class envelope took over four months to reach its destination. Of course there were restrictions limiting the length of written messages on items mailed at third class (printed) matter rates and envelopes had to be mailed unsealed for ready inspection by postal authorities. Perhaps these restrictions coupled with the long time period for delivery were reasons people favoured first class letters thus making examples of third class mail to overseas destinations a real difficult find, to say nothing of the fate usually suffered by today’s equivalent to 1940’s printed matter - Junk Mail!



*Third Class (Printed Matter) letter posted April 22, 1943 from Toronto, Ontario to Bugondo, Uganda
franked with a 1¢ Mufti stamp to pay the third class rate to destinations in Africa for printed matter items up to two ounces.*

Studying King George VI First Day Covers

II. Classification by Production Methods

By Gary Dickinson

The first article in this series that appeared in Issue 7 of the Post & Mail identified three key challenges in the study of King George VI First Day Covers, defined some key terms, and showed examples of five different types of covers. In this article, the attention turns to defining and illustrating seven main types of production methods for FDC cachets of the era: lithographed, thermographed, photocachets, rubberstamped, hand-made, hand-drawn, and hand-painted. The definitions used in this article are adapted from the list of FDC terms published by the American First Day Cover Society.

This second article together with the first in this series have focused on defining the field of study for FDC's of the King George VI era. Subsequent articles will look at some specific stamp issues of the period beginning with the Coronation issue of 1937 as well as some variations and themes reflected in relevant FDC's throughout the period.

Lithographed Cachets

Offset printing (lithography) was by far the most common method of printing large quantities of FDC's. In lithography, the design is transferred from a smooth plate by selective inks which wet only the design portion of the printing plate. The example shown in Figure 1 is an All-over Cachet produced for the City of Brantford for the 1947 Alexander Graham Bell Centennial Issue. In some examples the cloud formation to the upper left of the cachet is free of printing while in others a company or organization name is printed, for example, Brantford City Treasury Department Brantford (illustrated) Sherman's Merchandise Sales Company, Hamilton Philatelic Society, Agnew-Surpass Shoe Stores, Canadian Durex Abrasives, or Bank of Toronto.



Figure 1. A Lithographed All-over Cachet First Day Cover of the 1947 Alexander Graham Bell Centennial Issue mailed May 28, 1947 from Brantford to Windsor, Ontario.

... George VI FDC's - II Classification by Production Methods

by Gary Dickinson

Thermographed Cachets

Thermography is a printing method for producing raised designs by use of a special powder and heat. This method was used extensively by M. Sanders and W.G. Crosby during the period. The Thermographed FDC illustrated as Figure 2 was printed for the 1951 Royal Visit issue (#315). It was postmarked at the House of Commons and is addressed to the cachet maker, M. Sanders, in New York.



Figure 2. A Thermographed Cachet First Day Cover of the 1951 Royal Visit Issue mailed October 26, 1951 from the House of Commons, Ottawa, Ontario to New York, USA.

Photocachets

Photocachets consist entirely or in part of a photograph. W. G. Crosby was one of the leading practitioners of this production method from 1933 to 1947, and the photocachet illustrated as Figure 3 is a Crosby cover featuring the Royal Family and produced for the Royal Visit issue of 1939 (#246-248). This cover has Train Royal first day cancellations and the franking totals 23 cents (overpayment by 6 cents) for Air Mail Special Delivery to Los Angeles.



Figure 3. A Combination Photocachet First Day Cover of the 1939 Royal Visit Issues mailed Air Mail, Special Delivery, May 15, 1939 from Royal Train to Los Angeles, California, USA.

... George VI FDC's - II Classification by Production Methods

by Gary Dickinson

Rubberstamp Cachets

Rubberstamp cachets are applied to a cover using the device of a rubber stamp. Such cachets are fairly common in the King George VI era, with most comprising a simple graphic figure or words designating the envelope as a FDC. The example shown in Figure 4 was used for a number of different stamp issues. Here the leaf design is shown on a Queen Hotel, Halifax corner card franked with the 1937 Coronation Stamp and cancelled with a Halifax Coronation Flag slogan cancel.



Figure 4. A Rubberstamped Cachet First Day Cover of the 1937 Coronation Issue mailed May 10, 1939 from Halifax Nova Scotia to Bayside, Long Island, New York, USA.

Hand-Made Cachets

The final three types of cachets enter into the realm of personal and individual creativity, and in many cases may be viewed as minor works of art. A Hand-Made Cachet consists of material such as seals, paste-ups, collages, or similar objects applied by hand to a cover to create a cachet. The cachet illustrated here in Figure 5 is on a registered cover franked with the 1950 Oil Wells stamp and was sent from Toronto to Waterford, Ontario. The Hand-Made Cachet comprises two labels, one a pale yellow featuring oil production and the Alberta coat of arms and the other one white with relevant wording.



Figure 5. A Hand-Made Cachet First Day Cover of the 1950 Oil Wells Issue forwarded by Registered mail March 1, 1950 from Toronto to Waterford, Ontario

... George VI FDC's - II Classification by Production Methods

by Gary Dickinson

Hand-Drawn Cachet

A Hand-Drawn Cachet is applied to a cover by hand with pen, pencil, brush, chalk, or other art media. The cover illustrated in Figure 6 is franked with the 1950 Oil Wells stamp and was sent via air mail from Ottawa to Tilburg, Holland. Using an air mail envelope, the design consists of a slanted tablet and background lines drawn in black ink, with the addresses written in red ink for an attractive and unique FDC. The Ottawa "First Day of Issue" cancel indicates the sender, Mr. MacKinnon residing in Halifax, likely availed himself of the service provided by the Post Office at the time whereby they would accommodate collectors by affixing a stamp to a preaddressed envelope forwarded to the Post Office in advance of the stamp's first day of issue.



Figure 6. A Hand-Drawn Cachet First Day Cover of the 1950 Oil Wells Issue
Air Mailed March 1, 1950 from Ottawa, Ontario to Tilburg, Holland

Hand-Painted Cachets

A Hand-Painted Cachet is a printed, hand-drawn, or hand-made cover to which hand painting or colouring has been added. The illustrated cover (Figure 7) is a corner card for Ben Edelson Jeweller in Ottawa. It is franked with a 1937 Coronation stamp and cancelled with an Ottawa Coronation Flag slogan cancel. The cachet was hand-drawn in black ink and portions of the crown were painted with maroon and light blue water colours.



Figure 7. A Hand-Painted Cachet First Day Cover of the 1939 Coronation Issue
mailed self-addressed on May 10, 1937 to sender in Ottawa, Ontario

Postal History during the King George VI 1937 - 42 “Mufti” Era First Class Postage to British America & Mexico

By Gary Steele

This article is the third in my series on Postal History items from the King George VI Mufti period. This current article contains items that complement those illustrated in John Burnett’s article on Postage Rates to destinations in British America and Mexico that appeared in Issue 5 of the Post & Mail.

There were some eighteen different British Empire postal destinations in British America during the Mufti period if one includes the colonies of Newfoundland, the Falklands and Bermuda. Canadian mail to some of the smaller destinations such as the Cayman or the Turks and Caicos Islands are relatively scarce due to the relatively small population of these colonies and examples of first class surface mail to these locations are somewhat hard to come by.

Air mail routes to British colonies in the Caribbean, South and Central America and Mexico were well established by the start of the King George VI reign. Air mail letters originating in Canada for these destinations were forwarded over internal Canadian and U.S. air mail routes primarily to Miami, Florida and to a lesser extent, Brownsville, Texas for onward conveyance to points south. Air mail letters to Bermuda meanwhile were routed through New York on the first leg of the Pan American Airways Main Trans-Atlantic Route to Europe which terminated in Lisbon Portugal. Air mail letters to Newfoundland were conveyed over regular air conveyance routes established across Canada.

The schedule below shows the rates for various classes of mail to British America and Mexico during the Mufti period. Rates for most classes of mail, save air mail, remained unchanged during the period. Air mail rates did vary somewhat, with a general decrease coming in effect in December 1937 for British Empire destinations in the Caribbean, South and Central America and Mexico. Bermuda was an exception where rates for air mail letters were increased significantly in March 1938. Rates for air mail letters to Newfoundland remained the same as those to other Canadian destinations throughout the Mufti period.

Canadian Postage Rates and Fees for Mail to British America & Mexico (1937 - 42)

<u>Category</u>	<u>Rates</u>	<u>Effective Periods</u>
Letter (First Class)	3¢ first oz., 2¢ per additional oz.	Effective July 1, 1931 through the entire Mufti period
Post Cards	2¢ each	Effective April 15, 1915 through the entire Mufti period
Air Mail (<i>Inc. Mexico</i>)	25¢ per ½ oz.; then, 10¢ per ¼ oz.	Effective July 1, 1935 to December 14, 1937; then, from December 15, 1937 for the balance of the Mufti period
Bermuda	6¢ per oz.; then, 15¢ per each ¼ oz.	(Effective July 1, 1934 until February 1938; then, from March 1938 for the balance of the Mufti period)
Third Class Matter	1¢ per each 2 oz.	Effective July 1, 1930 through the entire Mufti period
<u>Additional Services</u>		
Registration	10¢ for \$25 indemnity (only)	Effective July 15, 1920 through the entire Mufti period
Acknowledgement of Receipt	10¢ at time of mailing (or 20¢ after mailing);	Effective October 1, 1921 through the entire Mufti period

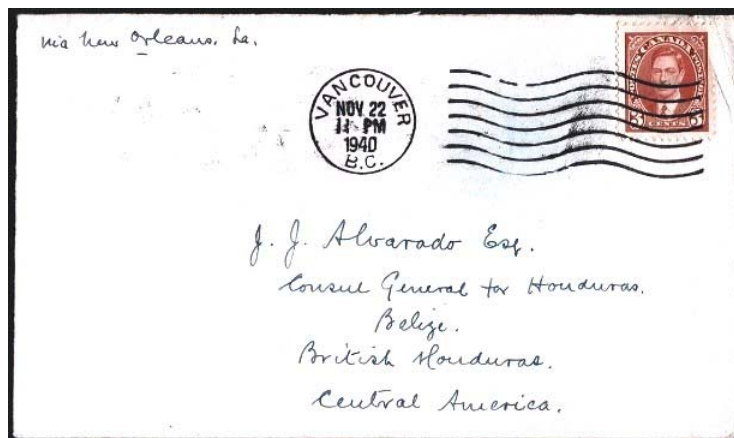
Editor's Note: Readers should note that the Air mail rate to British Empire destinations and Mexico was 25¢ per ½ (one half) ounce during the period July 1934 to Dec 14, 1937. A similar rates schedule which appears in Issue 5 incorrectly shows the rate for this service and period to be 25¢ per ¼ (one quarter) ounce.

... Mufti Era First Class Postage to British America & Mexico

by Gary Steele

First Class (Surface) Mail to British Honduras

The first class letter illustrated below was mailed from Vancouver November 22, 1940 to the City of Belize in British Honduras in Central America, arriving December 9, 1940. Of note the manuscript "via New Orleans, La." in the upper left hand corner indicating the letter was likely conveyed across the Gulf of Mexico by boat.



First Class (Surface) letter mailed November 22, 1940 from Toronto, Ontario to Belize, British Honduras franked with a 3¢ Mufti stamp to pay the first class letter rate to a British Empire destination in America

First Class (Surface) Mail to the Falkland Islands

From one small place, Charlottetown, Prince Edward Island, to a smaller place, Pebble Island West in the Falklands, this letter was mailed on September 29, 1942 bearing 5¢ in postage to pay the first class surface letter rate of 3¢ for the first ounce and 2¢ for the second ounce. Back-stamps reveal that the letter transited through Montevideo, R.O.U. (Republic of Uruguay) on October 9, 1942 and finally Port Stanley. The letter also bears markings indicating it was examined by Censor 7946.

The last day of current use of the King George VI Mufti stamps was June 30, 1942; the new War Issue stamps being released on July 1, 1942. Notwithstanding, the two Mufti stamps reflect proper usage for a first class letter of up to two ounces mailed to a British Empire destination during the Mufti period.



Letter mailed September 29, 1942 from Charlottetown, P.E.I., to Pebble Island West, Falkland Islands, franked with a 2¢ & 3¢ Mufti stamp to pay the 5¢ rate for a first class (surface) letter weighing up to two ounces to a British Empire destination in America

... Mufti Era First Class Postage to British America & Mexico

by Gary Steele

Registered First Class (Surface) Mail to Bermuda

The registered letter illustrated below was mailed on May 1, 1940 from Postal Station "K" in Toronto, Ontario to Hamilton, Bermuda. The 13¢ 1938 "Halifax Harbour" Pictorial stamp paid the 3¢ first class (surface) letter rate and 10¢ registration fee. The letter was back-stamped Montreal B & P DIV on May 2, 1940, marked PASSED FOR EXPORT but was not stamped with a receiver cancelation in Bermuda on arrival.



Registered letter mailed May 1, 1940 from Postal Station "K", Toronto, Ontario to Hamilton Bermuda franked with a 13¢ 1938 "Halifax Harbour" Pictorial to pay the registered first class (surface) letter rate to a British Empire destination in America

Air Mail Short-paid Letter to Newfoundland

The rates for air mail letters to Newfoundland was 6¢ for the first ounce, 5¢ each additional ounce. Upon receiving the letter illustrated below, the Newfoundland postal authorities must have determined that it weighed more than one ounce as indicated by the Boxed T with 10 in hand-written script on the front cover indicating 10 cents due for double the 5¢ deficiency for the second ounce in weight. However, it seems only five cents was collected from the recipient, the Newfoundland Airport, which is similar to what took place in the US where, if the full rate was paid for the first ounce, single deficiency was charged for the short-paid second ounce. The Newfoundland Airport, known today as Gander, was finished in 1938 and with its four runways was the largest airport in the world at the time.

The item was mailed from Goderich, Ontario on August 22, 1939 (note the upside-down day "22" date) and back-stamped as transiting Montreal on August 23, 1940.



Air Mail letter posted August 22, 1939 from Goderich, Ontario, to The Newfoundland Airport, Gander franked with two 3¢ Mufti stamps which short-paid the 11¢ rate for an air mail letter up to 2 ozs. to Newfoundland

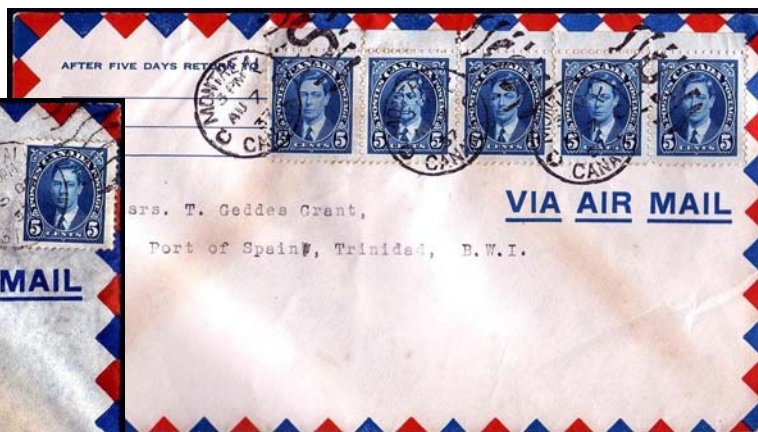
... Mufti Era First Class Postage to British America & Mexico

by Gary Steele

Air Mail Letters to Trinidad

The two covers illustrated below show the seldom seen 25¢ per ½ ounce air mail rate that was in effect up to December 14, 1937 for letters air mailed to British colonial destinations in the Americas. Both letters are addressed from Montreal to T. Geddes Grant Ltd, with one having the 25¢ rate paid by five 5¢ Mufti's while the other is paid by a single 20¢ 1935 "Niagara Falls" Pictorial plus a 5¢ Mufti stamp. This is an appropriate in period use of the 1935 Pictorial as the corresponding 1938 20¢ "Fort Garry" Pictorial was not issued until June 15, 1938.

Montreal Station "B", October 5, 1937



Montreal "C", August 7, 1937

Air Mail letters mailed in late 1937 from Montreal, Quebec, to Port of Spain, Trinidad franked with 25¢ in postage stamps to pay the rate in effect up to December 14, 1937 for air mail letters weighing up to ½ oz. to British Empire destinations in America

Triple Rate Air Mail Letter to Trinidad

The cover illustrated below was mailed from Vernon, B.C. on October 14, 1937 to T. Geddes Grant Ltd., in Port of Spain, Trinidad, arriving in just four days on October 18, 1937. The letter is franked with a 20¢ "Halifax Harbour" and a 50¢ "Victoria B.C. Parliament Buildings" stamps of the 1935 Pictorial series together with a single 5¢ Mufti stamp to make up the 75¢ fee to pay "Triple Rate" for air mail letters weighing up to one and one-half ounces sent to Trinidad. As with the two covers above, the 1935 Pictorial stamps were in current use.



Air Mail letter mailed October 14, 1937 from Vernon, B.C. to Port of Spain, Trinidad franked with 75¢ in postage stamps to pay the "Triple Rate" rate in effect up to December 14, 1937 for air mail letters to British Empire destinations in America weighing up to one and one half ounces.

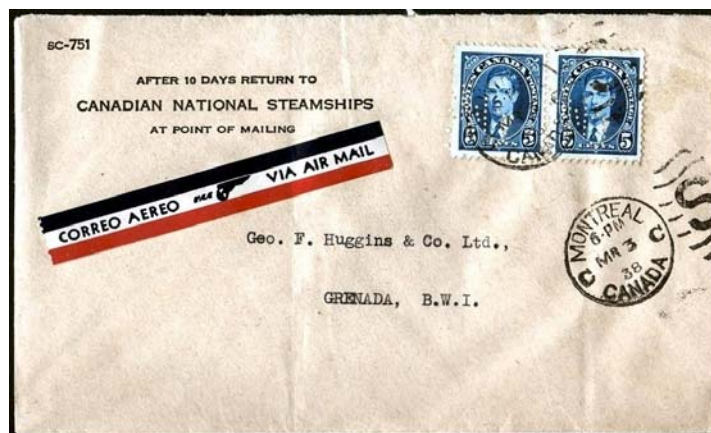
... Mufti Era First Class Postage to British America & Mexico

by Gary Steele

Air Mail Letter to Grenada

This cover is an example of the 10¢ per ¼ ounce air mail rate that came into effect December 15, 1937 for letters air mailed to British colonial destinations in the Americas. The letter, mailed from Montreal on March 3, 1938 to Grenada, was franked with a pair of 5¢ Mufti stamps perforated with the initials "CNR" (Canadian National Railways owner of Canadian National Steamships).

This letter travelled by air to Port of Spain, Trinidad, arriving on March 7, 1938 and then dispatched to Grenada arriving there March 12th.



Air Mail letters mailed March 3, 1938 from Montreal, Quebec, to Grenada via Port of Spain, Trinidad franked with two 5¢ Mufti stamps to pay the 10¢ per ¼ oz. air mail rate to the British Empire destinations in the America's

Air Mail Letter to Mexico

Mail to Mexico benefited from concessional rates applicable to British Empire destinations in the Americas. The cover illustrated below was mailed from Halifax August 30, 1941. Examined by Censor 35, the letter arrived by air service in Mexico (City)/D.F. on September 4, 1941 and then forwarded to Coatzacoalcos in the State of Vera Cruz.



Air Mail letter mailed August 30, 1941 from Halifax, Nova Scotia, to Coatzacoalcos, Vera Cruz, Mexico franked with a 10¢ 1938 "Memorial Chamber" Pictorial to pay the 10¢ per ¼ per oz. air mail rate to Mexico.

... Mufti Era First Class Postage to British America & Mexico

by Gary Steele

Air Mail Letter to Bermuda

While Canadian air mail to most other destinations in the British Empire enjoyed price reductions for service in the late 1930's, Bermuda alone stands out as an exception. The 6¢ per ounce air mail rate at the start of the Mufti period was the same as that charged for airmail letters to destinations in the United States. In March 1938 the rate was increased to 15¢ per quarter ounce, a near 10 fold increase from the earlier rate. Air mail was forwarded to Bermuda through either New York or Baltimore from March 1938 until July 1941. From July 15, 1941 air mail was only routed through New York.

Initially paid with two 6¢ 1938 Pictorial air mail and one 3¢ Mufti stamps from the lower right corner of a booklet pane, the cover below was mailed from MacDonald M.P.O. Manitoba on August 10, 1942. After arrival in Bermuda, it was then forwarded to the United States on August 18th, franked with a 7½d Bermuda stamp as it was probably accepted without notifying the post office immediately. I think the large purple handstamp over the air mail label is "AIR". An interesting multi country franked cover!



Letter mailed August 10, 1942 from Macdonald M.P.O., Manitoba to Hamilton Bermuda, rerouted to Westboro, Mass franked with a 3¢ Mufti booklet and two 6¢ 1938 "Mackenzie River" Pictorial stamps to pay the air mail rate to Bermuda; then franked with a 1941 7½d Bermuda stamp August 18, 1942 to pay the return air mail rate to the United States.

Triple Rate Air Mail Letter to Bermuda

Perhaps not being certain what postage to pay the 45¢ "Triple Rate" fee for an airmail letter weighing up to three quarter ounces to Bermuda, the sender used two 6¢ and one each of the 10¢ and 20¢ 1938 Pictorials plus a 3¢ Mufti stamp to post the letter shown below from Galt, Ontario on January 17, 1939. Somewhere along the journey, a handstamp "AIR POSTAGE PAID" was applied. The letter arrived quickly in Bermuda, being delivered in three days to Mangrove Bay on January 20, 1939.



Air Mail letter mailed January 17, 1940 from Galt, Ontario to Mangrove Bay, Bermuda franked with two 6¢, one 10¢, one 20¢ 1938 Pictorial and a single 3¢ Mufti to pay the Triple air mail rate to Bermuda.

... Mufti Era First Class Postage to British America & Mexico

by Gary Steele

Domestic Air Mail Letter forwarded to Trinidad

The cover below mailed February 21, 1939 from Bass River, Nova Scotia to Trinidad could have been mailed for 3¢ first ounce via surface mail but a 6¢ air mail stamp was used. The reason for this was that the cover would travel through Canada and the United States by the most efficient means and then surface the rest of the way to speed up overall delivery.

The letter was back-stamped as having been received at the G.P.O. Port of Spain, Trinidad on February 27, 1939, some six days after mailing. I have a number of airmail items sent at the 10¢ per ¼ oz. rate to Caribbean in my collection that took longer than this letter did to reach its destination!



*Letter mailed February 21, 1940 from Bass River, Nova Scotia to Port of Spain, Trinidad
franked with a 6¢ 1938 "Mackenzie River" Pictorial to pay the domestic air mail and surface rates to Trinidad*

Air Mail Letter Short-paid to Trinidad

The cover below provides a conundrum of sorts in that the previous 6¢ domestic air mail cover to Trinidad was not charged postage due on arrival, however this one was.

The item below was air mailed from Montreal May 2, 1940, arriving at the G.P.O. Port of Spain, Trinidad on May 7th. The letter was short-paid by 4¢ x double deficiency equals 8¢ which becomes 40 centimes due at 5 centime for each cent. The 40 centimes due is equivalent to 4d sterling which was paid with a pair of Trinidad 2d postage due stamps on May 8, 1940.



*Air Mail letter mailed May 2, 1940 from Montreal, Quebec to Port of Spain Trinidad
franked with two 3¢ Mufti stamps which sort-paid the 10¢ per ¼ oz. air mail letter rate to Trinidad.*

... Mufti Era First Class Postage to British America & Mexico

by Gary Steele

Registered Air Mail Letter to Newfoundland

A recently acquired interesting item below was mailed from Toronto Adelaide Street Postal Station on December 9, 1939 to Dr. Joseph Josephson at Newfoundland Hotel in St. John's. Fortunately for postal history collectors he had apparently left the hotel before the letter could be delivered to him. Since the letter was registered, the hotel did not want to take the risk that it would be delivered to a return address which it appears the hotel staff affixed on the envelope in any case. The hotel re-registered the letter on December 19, 1939 and it was received in Toronto four days later on December 23rd.

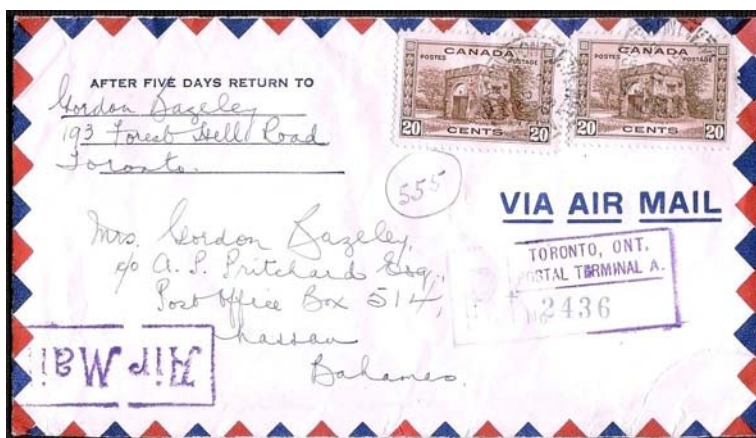
The interesting part is that the letter did not go back to Toronto via Air Mail but rather by surface mail paid with a single 1941 15¢ "Harp Seal Pup" Newfoundland definitive stamp. Not a very common usage while showing a worthy mixed country/territory franking.



Registered Air Mail letter mailed December 9, 1939 from Adelaide St. Postal Station, Toronto to St. John's, Nfld. franked with a 6¢ and a 10¢ 1938 Pictorial stamp to pay the domestic registered air mail letter rate to Newfoundland and then, for return posting, franked with a 15¢ 1941 Newfoundland stamp to pay the registered surface letter rate to Canada.

Registered Air Mail Letter to Bahamas

The cover below shows a nice usage of two 1938 20¢ "Fort Garry" Pictorial stamps to pay the triple 10¢ per ¼ ounce air mail rate plus 10¢ registration fee for a letter mailed to the Bahamas. As the letter was registered, this type of cover is much more trackable due to the many back-stamps telling the story on the reverse side. The letter was mailed from the Registered Air Mail Division, Postal Station A, Toronto on August 19, 1939, transited through Miami, Florida on August 21st and received in Nassau, Bahamas August 22nd. Three days! Today an item would barely get out of a modern city in that time frame.



Registered Air Mail letter mailed August 19, 1939 from Toronto, Ontario to Nassau, Bahamas franked with two 1938 20¢ Pictorial stamps to pay the triple 10¢ per ¼ oz. registered air mail letter rate to Bahamas.

► TOPICS Revisited (Part V - BNAPS TOPICS Vol. 11 & 12)*by Stephen F. Prest***Introduction**

This TOPICS Revisited column covers references to KGV related items that appeared in BNA TOPICS Volumes 11 and 12 (Whole Nos. 109 to 130) issued in 1954 and 1955.

1937 Coronation Issue

Herman Hesse notes a thin paper variety of the 1937 Coronation stamp in “The Editors Mailbag” in **Whole No. 121** (Feb 1955).

1937 Mufti Issue

In **Whole No. 122** (Mar 1955) **Rev John S. Bain’s** column “Bringing News About People and Stamps” has an illustration of an important partially printed variety of a 1937 3¢ Mufti Lower Left Plate Block No. 16 where a pre-printing fold over of the corner of the stamp sheet has caused about half of the design of stamp 91 to be omitted. An unique printing error!

1942 War Issue

In **Whole No. 123** (Apr 1955), **Jack Gordon** mentions varieties on two 1942 War Issue stamps, one on the 1¢ green value and one on the 4¢ carmine, in “The Editor’s Mailbag” column.

1951 Revised KGV Definitive Issue – New Colours

In **Whole No. 125** (June 1955), **T. B. Higginson** indicates that the total printing of the 1951 4¢ KGV Orange was 1,300,000 stamps in his article on the plate blocks of the George VI period entitled “*Plate Blocks Offer Fascinating Field*”.

Aerophilately

Part One of **J. S. Gordon’s** articles entitled “*Trans-Canada Airlines*” appears in **Whole No. 118** (Nov 1954). Parts Two to Six of the series which appear in **Whole Nos. 120 to 124** (Jan to May 1955) describe first flight services during the George VI reign.

Coil Stamps

Part 3 of **Edward J Whiting’s** series of articles entitled “*The Coil Postage Stamps of Canada*” appeared in **Whole No. 110** (Jan 1954). This article contains notes on the Mufti, War and Final 1949/50 Issues coil stamps of the King George VI era.

Hans Reiche’s article entitled “*Coil Jumps*” in **Whole No. 114**, (June 1954) contains a description of the coil manufacturing process used by the Canadian Bank Note Co. during the George VI period. This article provides an in-depth view of how Coil Jumps occur every 25th stamp in a coil roll.

Dog Team Mail

H.A. McMaster’s article entitled “*The Dog Team Mail of Labrador*” in **Whole No. 122** (Mar 1955) contains information about dog team routes in Labrador and the Lower North Shore of Quebec. The article’s content describes postal activities taking place that predate the George VI period but nonetheless contains information that may be relevant to collectors of Dog Team items mailed in the George VI era.

“Errors, Flaws & Oddities”

In **Whole No. 118** (Nov 1954), **Hans Reiche** illustrates in a brief article entitled “*Collectors Discover Misplaced “G” Overprint*” a block of four of the 1950 Fur Resources official featuring a misplaced “G” shifted to the left of the stamps.

In **Whole No 124** (May 1955) **Donald A Young** writes extensively on the possible causes for the occurrence of hairline crack varieties on Canadian stamps in his letter entitled “*Hairline Varieties*” found in “The Editor’s Mailbag” column.

Newfoundland

The **Meyersons’** “Trail of the Caribou” column in **Whole No. 110** (Feb 1954) contained a note on the existence of a vertical strip of the Newfoundland 10¢ violet Postage Due variety top pair imperf in between error. Only three sheets had been recorded as of 1954 and so only 30 such pairs are thought to exist.

► TOPICS Revisited (Part V - BNAPS TOPICS Vol. 11 & 12) ... *continued*

Newfoundland (cont'd)

The **Meyersons'** "Trail of the Caribou" column in **Whole No. 110** (Feb 1954) provided information on a variety of the Newfoundland 5¢ Royal Visit stamp which features the stamp design clearly visible through the back of the stamp.

The **Meyersons'** "Trail of the Caribou" column in **Whole No. 110** (Feb 1954) notes a previously unidentified First Flight Cover between Gander (July 19, 1947) and Helsinki, Finland (July 22, 1947).

The **Meyersons'** "Trail of the Caribou" column in **Whole No. 111** (Mar 1954) makes note of a variety that occurs on the 1941 re-issue of the 3¢ Queen Elizabeth definitive.

P.D. van Oudenal writes about different Newfoundland stamps that have perforated initials of a number of different companies in his letter to the Editor in **Whole No. 112** (Apr 1954). A more comprehensive listing appears in the **Meyersons'** "Trail of the Caribou" column in **Whole No. 119** (Dec 1954).

Dan Meyersons "Trail of the Caribou" column in **Whole No. 125** (June 1955) contained a note of a canceller – CANADIAN POSTAL CORPS No. 1 – used for a very brief period of time in St. John's in September 1941. Similar cancellers designated No. 2 & No. 3 were used in Botwood and Gander respectively. A further comment about the use of these cancellers in Alaska in 1943 appears in the "Trail of the Caribou" column in **Whole No. 130** (Dec 1955).

In a follow-up from his earlier article (found in Whole No. 98), **Marshall Kay** reviews the perforation varieties of the Long Coronation Issue in his article entitled "*Varieties in some Later Newfoundland Issues*" in **Whole No. 130** (Dec 1955).

Official Stamps - Overprinted

I.P. Vienno-Michaud writes about a misplaced G variety of the 1950 Oil Wells Official stamp in "The Editors Mailbag" in **Whole No. 121** (Feb 1955).

Hans Reiche writes about a dramatic misperforated variety that he has seen on the overprinted G official of the 1950 Fur Resources stamp in the "Off Centre" column in **Whole No. 121** (Feb 1955).

Fred Hornby writes about "Missing Dot" varieties that occur on the O.H.M.S. overprinted official of the 5¢ value of the 1950 Revised KGVI Definitive stamp in the "The Editor's Mailbag" column in **Whole No. 125** (June 1955).

Official Stamps - Perforated

R.J. Wooley's "Perfin Study Group" column in **Whole No. 112** (Apr 1954) describes two machines used to perforate stamps.

The "Perfin Study Group" column in **Whole No. 113** (May 1954) has an illustration of the 1¢ KGVI preprinted newspaper wrapper perforated OHMS (4-hole). Further notes on perforated official stamps of the George VI period appear in the "Perfin Study Group" column in **Whole No. 114** (June 1954) and then further notes about these wrappers are provided in the "Perfin Study Group" column in **Whole No. 118** (Nov 1954).

William T. Jackson's article entitled "*Canada 5-Hole O.H.M.S.*" in **Whole No. 116** (Sept 1954) contains background information relating to the production of these stamps.

An article entitled "*Canadian Stamps with Perforated Initials – Part 1*" which appears in **Whole No. 120** contains useful information about perforated stamps and stationary in the George VI period. Part 2 of the series appearing in **Whole No. 121** (Feb 1955) contains information about perforated official stamps.

Papers & Gums

F. W. L. Keane's article entitled "*Modern Canada: Variations of Gum, Paper and Shade*" appearing in **Whole No. 125** (June 1955) provides a survey of the papers and gums of plate blocks of the 1946 Peace (and Reconstruction) Issues.

Perforated Stamps - Private

An article entitled "*Canadian Stamps with Perforated Initials – Part 1*" which appears in **Whole No. 120** contains useful information about perforated stamps and stationary in the George VI period. Parts 2 to 5 of the series appears in **Whole No. 121, 122, 123 & 124** (Feb to May 1955).

► TOPICS Revisited (Part V - BNAPS TOPICS Vol. 11& 12) ... continued**Philatelic Literature**

TOPICS Editor (G.P.L.) "Reviews" **Hans Reiche's** recently released publication entitled *Canada Catalogue of Constant Plate Varieties* in **Whole No. 114** (June 1954)

Updated listings of publications and other philatelic material held at the time in the BNAPS Library can be found in **Whole Nos. 116, 117, 121, 124, 127 & 128** (Sept & Oct 1954, Feb, May, Sept & Oct 1955) in **Robert J. Duncan's** series of articles entitled "*The Library*".

In **Whole No. 127** (Sept 1955), **R.J. Duncan** reviewed in an article entitled "*Index to Canadian Philatelic Literature*", B.N.A. related articles in the **Emco Monthly Circular** (formerly **Marks Stamp Co. Monthly Circular**) which lists numerous articles of potential interest to KGVI Collectors.

Plate Blocks

In **Whole No. 125** (June 1955), **T. B. Higginson** wrote an wide ranging article on the plate blocks of the George VI period entitled "*Plate Blocks Offer Fascinating Field*". The article provides information one of the Royal Visit "impossibles", then goes on to describe efforts among BNAPS members to complete "The War Issue Marathon", "The O.H.M.S. Race", and "The Plate Six Stampede" (of the 1951 4¢ KGVI Definitive issued in New Colours – Orange).

Postage Rates

F.W.L. Keene wrote an extensive article entitled "*Notes on (Canada) Postage Rates: 1897-51*" in **Whole No. 112** (Apr 1954). This article contains useful background information regarding U.P.U. regulations stipulating stamp colours for various services.

Postal Markings

J.S. Gordon's article entitled "*The Exhibition Cachets and Postal Markings of Canada 1937-1953*" in **Whole No. 114** (June 1954) reviews the markings and cachets on covers issued in conjunction with various exhibitions held across Canada during the George VI period.

Precancels

In **Whole Issue No. 109** (Jan 1954), in a letter to the Editor, **H.W. Lussey** provides information on a precancel oddity identified by **Mr. Allen** in **Whole No. 107** (Nov 1953).

H. G. Walburn's column "Canadian Precancels" contains notes on the number of precancelled stamps issued during the George VI period in **Whole No. 113** (May 1954).

J. Miller Allen mentions that a listing of precancelled stationary in current use can be found in the June 1942 edition of "**Popular Stamps**" notes in his letter which appears in the "The Editor's Mailbag" column in **Whole No. 125** (June 1955).

Quantities Issued

An article entitled "*Quantities Issued: Canadian Postage Stamps 1897 to 1951*" appears in **Whole No. 127** (Sept 1955). (Ed. note: There is a misprint in the number quoted in the listing for the 1942 \$1 Destroyer stamp).

Royal Visits

Norman Hill wrote an article entitled "*The Canadian Royal Train Tour – 1951*" in **Whole No. 111** (Mar 1954). This article contains information on cancel marks and a summary of the Royal Visit itinerary.

In **Whole No. 120** (Jan 1955), **Rev John S. Bain's** article contained a short note on a (1939) Royal Train cover with an unusual cancellation from Suspension Bridge N.Y.

► Member's Corner

Peter Kritz writes to mention that he is intrigued by word "Mufti" and wonders if any Member would know where the word originated.

Doug Lingard was Chair of the ORAPEX show this year and while very busy on the organizing side of things he did notice the show was well attended by George VI Study Group members including among others, **John Munro-Cape**, **John Frith**, **Bill Longely**, **Mike Street**, and **John Jamieson**. Doug mentioned that **Gary Steele** and **John Munro-Cape** exhibited at ORAPEX, Gary winning Vermeil for his small Queens exhibit and John, Silver, for his George VI 1¢ War Issue Exhibit.

John Wynns exhibited at ARIPEX in Mesa, Arizona and WESTPEX in San Francisco winning Vermeil at both for his 1927 Confederation Anniversary Issue exhibit.

BNAPSer's **Doug Hannan** and **John Hillson** joined the Study Group over the winter. Doug writes that his interests lie in collecting postal history relating to Newfoundland. To date articles on Newfoundland philately and postal history have not graced the pages of the Post & Mail. Hopefully Doug and other members with an interest in Newfoundland will be able to correct this shortcoming as time goes by.

John Burnett wrote to say that articles for the study group newsletter need not be definitive works. The newsletter is a place to grow knowledge while a published book should be a definitive work. John suggest members write up their stamps and covers of interest to the Group and submit them to the Editor. Or perhaps send in a critique of previous articles to help the Study Group by being involved.

► Members' Wants

1937 - 42 Mufti, Pictorial Issue etc. Gary Steele is looking for covers, proofs, plate blocks, misperfs etc. of all issues in the Mufti period.

Dead Letter Office Covers - All Issues Gary is also looking for DLO covers for the 1937 - 52 period.

KGVI Covers with Foreign Postage Dues Gary is also interested in underpaid Canadian covers to foreign destinations charged/marked Postage Due and paid with foreign dues or regular stamps. Gary can be contacted by mail at 6 Braemont Court, Lower Sackville, Nova Scotia, Canada B4E 3A1 or by email at gary.steele@ns.sympatico.ca

KGVI Used Plate Blocks Ed Harris is interested in used plate blocks for his KGVI collection and has a few duplicates for trade or purchase. Ed can be contacted by mail at 620 75th Ave. NW, Calgary, Alberta, Canada T2K 0P9 or by email at harrise@shaw.ca

► Alberta Postal History

The Calgary Chapter of BNAPS published "LETTERS from the FAR WEST" which covers Alberta's philatelic history topics in recognition of the province's centennial, 1905 - 2005 and which was co-edited by George VI Study Group members **Hugh Delaney** and **Ed Harris**.

Hugh's noted in the book's Foreword that "no centennial of provincial history would be complete without recognition of the fact that, without mail, there would be little record of history". Some twenty five philatelists contributed stories to the book, exploring moments in Alberta's first 100 years which, through the use of posted mail, have been recorded for posterity. Study Group Members who may be interested in obtaining a copy of "LETTERS from the FAR WEST" can do so by contacting Hugh Delaney at hughdelaney@shaw.ca.

► KGVI Bibliography

Study Group members are advised that the King George VI Bibliography of Canada and Newfoundland Philatelic References is accessible on-line through the Members area of the George VI Study Group Website. The current (November 2005) version of the KGVI Bibliography incorporates the items covered in Parts I to IV of Topics Revisited plus other referenced publications.

A further update of the Bibliography is planned in the fall of 2006. **Gary Dickinson** has forwarded an extensive list of literature references related First Day Covers for inclusion in the fall update. Members are invited to send additional references for inclusion in the Bibliography to your Editor.

KGVI Telegraph Envelopes John Burnett is looking for envelopes from telegraph companies sent during the KGVI era. John can be contacted mail at 754 SW 10th CT, Oak Harbor, WA, USA 98277, email at jb45855@aol.com or by telephone at (360) 240-1171

1942 War Issue 1¢ Green John Munro-Cape specializes in the 1¢ War Issue (in all its forms) and is looking to buy/sell exchange items related to these issues. John can be contacted by mail at RR #3 Picton, Ontario, Canada K0K 2T0 or by telephone at 1-613-476-5133

KGVI Booklets - All Issues Eirwyn Jones is looking to buy/sell/exchange KGVI booklets and has duplicates to offer. Eirwyn can be contacted by mail at 10 Low Green, AtherTON, Manchester, United Kingdom M46 9HS or by email at jennifer.jones45@btinternet.com

1949 Postes - Postage OHMS Peter Kritz is looking for O285 & O286 (2 & 3¢ KGVI Poste - Postage issue) on cover. Peter can be contacted by regular mail at RR #3, Hanover, Ontario, Canada, N4N 3B9 or by email at pkritz@coldwellbankerpbr.com