



# KING GEORGE VI POST & MAIL

April—July , 2012

Issue 26

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## His Majesty King George VI

December 11, 1936 (accession) to February 6, 1952



*Source: Library and Archives Canada*

**Albert Frederick Arthur George's** accession to the British throne occurred on December 11, 1936 following the abdication of his older brother King Edward VIII. The official coronation took place on May 12, 1937. Canada issued a commemorative celebrating the coronation on May 10, 1937.

On April 1, 1937 the first Canadian definitive stamps (1¢, 2¢ and 3¢), the "Mufti's" were issued. The 4¢, 5¢ and 8¢ mufti's were issued on May 10, 1937. The 1¢, 2¢ and 3¢ coils of the same design were issued on June 15, 1937.

The portrait for the mufti definitive was engraved by **William F. Ford**, and designed by **Herman Herbert Schwartz**. The portrait was based on the above photograph which was taken by **Bertram Park**.

The mufti definitive was not well received in some quarters, ie., the Independent Order of Daughters of the Empire (IODE) as the King was in civilian dress (mufti is the slang term) rather than a military uniform or royal regalia.

**King George VI Study Group**

The King George VI Study Group operates under the auspices of the British North America Philatelic Society (BNAPS)

- *The Society for Canadian Philately.*

**Chairman:**

Gary Steele,  
83 Baker Drive  
Middle Sackville, Nova Scotia,  
Canada B4E 1V2

E-Mail: gwsteele57@gmail.com

**Treasurer:**

Simon Claughton,  
P. O. Box 628  
Streetsville, Ontario  
Canada L5M 2C1

E-mail: simon@berlet.com

**KGVI Post & Mail Editor:**

Ken Lemke  
3488 Rubens Court  
Burlington, Ontario  
Canada L7N 3K4

E-mail:  
kwlemke@sympatico.ca

**Website:** www.kgvi.ca

Webmaster e-mail:  
stephen.prest@gmail.com

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Please make cheques payable to  
Mr. Simon Claughton and marked  
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**BNAPS**

**Website:** www.bnaps.org

**Membership Information:**

David G. Jones  
184 Larkin Drive,  
Nepean, Ontario  
K2J 1H9

E-mail: shbumi.management@gmail.com

**► Chairmans' Notes by Gary Steele**

Trust all are having a great summer, very good weather down here on the east coast compared to last years three straight months of rain. Stamping is still fairly active this summer as so many are taking vacations during all periods of the year with cruises, winter vacation homes in Florida or Arizona etc. The next big shows coming up will be at the end of August with the BNAPEX 2012 in Calgary. The Study Group meeting is set up, hope to see you there. Next will be a NATIONAL LEVEL show in Halifax the last weekend of September, a great time weather wise. One hundred and seventy two frames will be shown with at least 10 to 12 dealers.

We are slowly heading to 70 members for the King George VI Study group. King George VI material is getting more and more popular as the years pass. I have sent out at least 200 to 300 newsletters to collectors, many have responded with a positive note and some have even joined BNAPS and our group. Size does not make our study group better; it is the quality of the members, writers, and the Editor, Webmaster, Treasurer etc. Feel free to email us at any time.

It is now seventy-five years since the low value King George VI “Muftis” were issued on April 1st, 1937. Our Editor is going far beyond the norm with an extra large issue to celebrate this. We hope you enjoy it.

**► Editors' Notes**

The coronation of **King George VI** took place 75 years ago, and we thought to commemorate the occasion we would issue a larger than normal Post and Mail. This issue is 44 pages long and contains articles touching on a wide variety of topics.

On page 3, we have Part VIII of **Donald J. Leblanc's** series on the War Issue. This part focuses on the low values (1¢ to 8¢), in particular the portrait stamps of H.M. King George VI. I found the information as to which portrait would be used on the 5¢ stamp quite interesting.

**A.C. Roessler's** final F.D.C's (King George VI Coronation) are discussed by **Gary Dickinson** starting on page 10. The cachet images of King George VI in Figure 1 and 2 do not look anything like his majesty!

On page 14, **Eldon Godfrey** starts what will be a very interesting series on the Foreign Exchange Control Board (FECB) and the different postal markings used.

**Derek Smith** (page 17) discusses various air mail routes to Africa and Continental Asia with respect to the “War Issue” period. In this article Derek's includes air planes, maps and many colourful covers to destinations we don't see every day. Something for everyone.

**Gary Steele** provides us with a glimpse of his exhibit (page 30) which will be in Calgary at this years BNAPS conference. The section Gary is sharing with us relates to “Mail Service Suspended” covers of the 1937 Definitive issue.

*Continued on page 43*

**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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## The War Issue—1942 to 1943 Part VIII

### The low values 1¢ to 8¢

By Donald J. LeBlanc

This article will concentrate on the low values (1¢ to 8¢), principally the portrait stamps of H.M. King George VI of the War Issue.

The Canadian Postal authorities believed that a new issue of postage stamps should be issued that would feature Canada's substantial contribution to the war effort. Subjects depicting shipbuilding, agriculture, war supplies, battle ships, munitions, air-training center, etc, were all chosen for the pictorial stamps.

What about the low denominations? Prior to the Second World War, all denominations below 10 cents (1¢, 2¢, 3¢, 4¢, 5¢ and 8¢) featured the same portrait of the reigning monarch, but all in a different color.

It was decided that the most common stamps, those associated with a specific rate, would continue with tradition. These include: 1¢ (Printed matter), 2¢ (Within- city or local rate), 3¢ (Domestic and USA rate) and finally 5¢ (International rate). However, rather than have the same portrait on all 4 stamps, it was decided that 3 different portraits would be used depicting His Majesty in 3 different military uniforms. The 4¢ and 8¢ stamps however, would illustrate a grain elevator and a farm scene since each contributed to the war effort.

The next step was to request official photographs from England and to have these approved by His Majesty. Three photographs were chosen and approved. Two were taken by **Hugh Cecil** of London, England. The King is wearing a Navy uniform in one (1¢) and a Royal Air Force uniform in the other (3¢). In the Archives in Ottawa, he is always referred to as Hugh Cecil of London, England. The third portrait was taken by **Richard Neville Speaight** and shows the King in a Military uniform, as worn by officers of the army (2¢).

The next step was to send these 3 photographs to the printer, Canadian Bank Note Company Limited. Illustration 1, 2 and 3 show the 3 photographs that were the basis for the 4 stamps of 1942 and later in 1943 for the other 2 stamps, due to the rate change.



Illustration 1



Illustration 2



Illustration 3

Once received, they were handed to **Mr. Herman Herbert Schwartz**, chief designer, who had been given the task of preparing the complete War Issue.

Mr. Schwartz had been called Canada's Most Distinguished Stamp Designer, by **Mr. J.E. Kraemer** and this is the title of an excellent article written by Mr. Kraemer in the *Canadian Philatelist* (Vol. 38, # 4, July-Aug, Pages 264-269). One of the first sets of Canadian stamps that he designed was the 1927 Confederation issue. These were followed by the 1928 Scroll Issue which included the

beautiful 50¢ Bluenose. The list of stamps is incredible and I have added the list at the end of the article as Appendix "A". This article is a fine read and this "artist" is responsible for almost all of the George VI Canadian postage stamps, as the list illustrates. One final point, in the article there is a portrait of Mr. Schwartz, working and designing the 6¢ airmail of the War Issue, even though the year 1946 is mentioned in error.

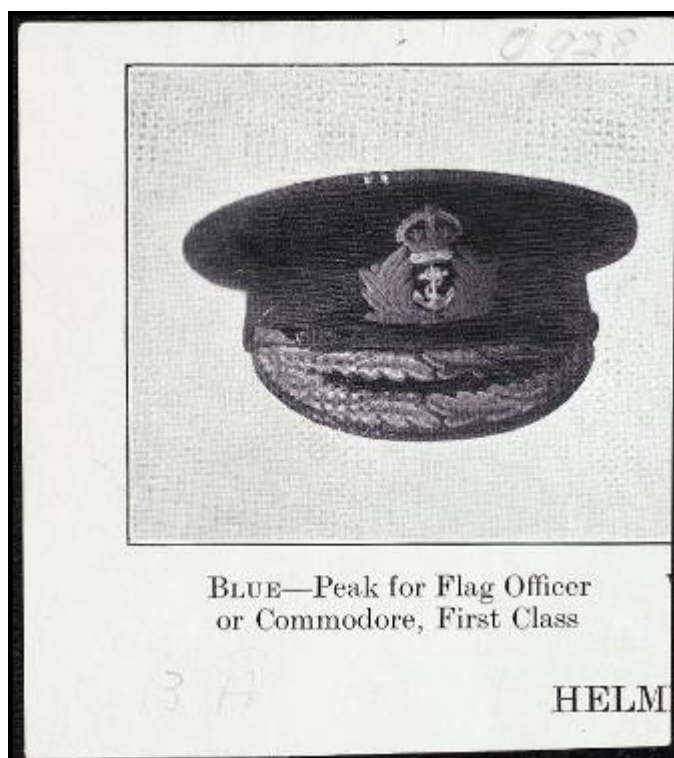
Now, let's return to early 1942, in Mr. Schwartz's office, when he received these beautiful photographs of the King George VI. His reaction was probably not the same as ours would have been. He would notice right away that there were not sufficient details in the caps and badges and would therefore request photos of these items. I did find in the Archives, these photos and Illustrations 4, 5 and 6 show some of these items.



**Illustration 4**



**Illustration 5**



**Illustration 6**



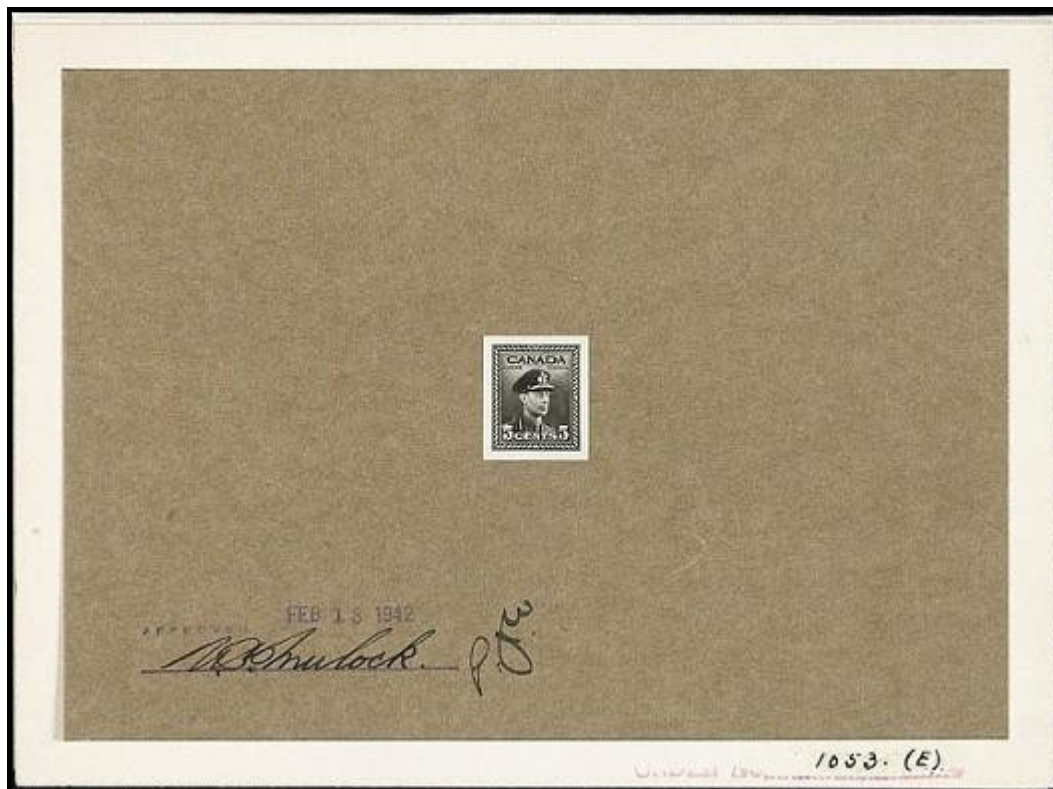
Once received, he was ready to design the stamps. He delegated the actual engraving on the portraits to three members of his staff. The naval portrait for the 1¢ stamp was entrusted to **Sydney Smith**. The army portrait (2¢ stamp) was handed to **Elie Timothée Loizeaux** who had engraved the **Thomas D'Arcy McGee** portrait in 1927. Finally, the Royal Air Force portrait for the 3¢ stamp was engraved by **William F. Ford**, who had completed the portrait for the Mufti Issue of 1937, as well as the 3-cent Coronation Stamp. He also engraved the **Baldwin & Lafontaine** portraits of the Historical Issue.

The designer, Mr. Schwartz, was still responsible for the total stamp. Decisions had to be made about colors and which portrait would be placed on which denomination. The frames and other decorations had to be added to the center portraits. The basic colors were not a problem. Green had to be chosen for the 1¢, Brown for the 2¢, Red for the Domestic rate and Blue for the International rate, but the specific precise color was left to the designer, with final approval by the Postal authorities.

Next, the delicate decision of which portrait to include on each denomination. In England, at that time, at least, the Commander of the Navy was considered the Commander of all of the Military, this being King George VI. It was therefore fitting that the naval uniform was on the 1¢. Consequently, the military uniform is shown on the 2¢ and the last group to join the military in the 20<sup>th</sup> century, the Air Force, was represented on the 3¢ value.

Now, for the 5¢ value, the printers firstly decided to prepare the stamp with the military uniform like the 2¢ stamp.

Illustration 7 is a photo of a Die Proof sent to the Post Office that clearly shows His Majesty in the military uniform for the 5¢ denomination. It shows the initials of the Postmaster General, approving this design for the 5¢ stamp.



**Illustration 7**

Illustration 8 is a photo of a special presentation card, prepared by the Canadian Bank Note Company, containing a complete set of photographic essays for the 1¢ to \$1.00. It is very evident that the 5¢ essay shows the military uniform rather than the naval uniform.

We will never know who changed their minds and went with the naval uniform for the 5¢, but I am glad that they took this option. The contrast of the white shirt with the blue uniform makes the 5¢ value the most beautiful of the 4 stamps, in my opinion.



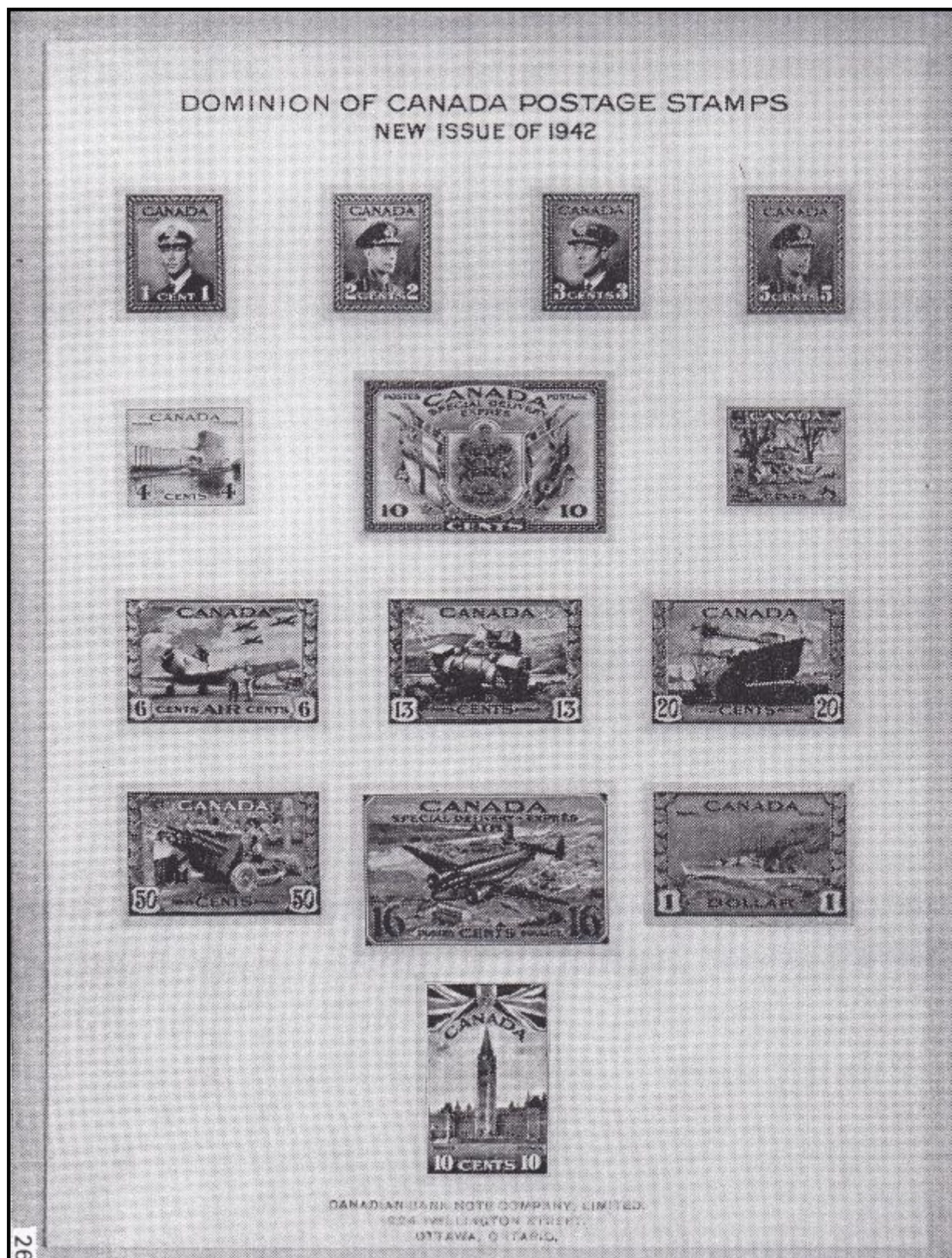


Illustration 8



As stated earlier, they broke from tradition in choosing a grain elevator for the 4¢ stamp and a farm scene for the 8¢ stamp. Illustrations 9 and 10 show two photographs that I found in the National Archives. These were used as the basis for engraving these stamps.



**Illustration 9**



**Illustration 10**

This decision was praised by most collectors, but a year later it turned out to be a bad decision for the 4¢ stamp. In 1943, the government approved a rate increase for the Domestic and U.S.A. rate from 3¢ to 4¢ and the Airmail rate from 6¢ to 7¢, plus the Registered letter rate from 13¢ to 14¢.

The 4¢ grain elevator stamp was simply not appropriate for the domestic rate for two reasons; it did not show a portrait of His Majesty, and it was not in the standard colour for the Domestic rate, red or carmine. The post office, therefore, had to order a completely new stamp to be delivered before the date chosen for the rate increase and stamp #254, 4¢ red was born, with His Majesty in a military uniform similar to the 2¢.

However, there was another problem, the former stamp used for the Domestic rate was the same colour, that is, 3¢ red in the Royal Air Force uniform. This could be very confusing for postal clerks who could let pass a 3¢ stamp on a letter instead of the new 4¢ stamp, because both were the same colour.

To avoid this loss of revenue, it was agreed that the 3¢ would have to change also. In order to avoid the preparation of a completely new stamp, and to avoid the costs, it was agreed that the same plates would continue printing this stamp, but that a new colour would be used, avoiding the standard colours. The new colour chosen was 85 purple.

Here is an extract from a letter dated June 17th, 1943 from **Mr H.F. Atwater**, Financial Superintendent of the Post Office to **Mr. P.J. Woods**, Vice-President of Canadian Bank Note Company Ltd.

**“ I am enclosing printing order for 50,000,000 for 3¢ postage stamps in sections, to be printed in the colour 85 Purple, which was recently approved by the Postmaster General.**

**As verbally arranged, it is understood that these stamps will be printed from the existing 3¢ plates, but in the new colour, viz, 85 purple and that they will be delivered on or about the 1st of July, 1943” (Canadian Postal Archives)**

To support these facts, Unitrade lists the last plates used for printing of the #251, 3¢ stamp in red, plates ..... 6, 7, 8, 9 and 10.

When we verify which plates were used to print the first printing of the #252, 3¢ in purple, we discover that plates 6, 10, 11, and 12 were used. Since plates 6 and 10 were still in good shape, they were used to print two different stamps (251 and 252). To be more precise, these plates printed the same stamp, but in two different colours.

This confirms in my mind, that everyone avoided the cost of preparation of a new stamp.

Illustration 11 shows the actual post office announcement for the 1942 stamps. Compare the 5¢ stamp with the one shown in Illustration 8 and we see the final choice of the post office.

On Dominion Day, 1st July, 1942, the postage stamps which have been current throughout Canada since 1938 will be replaced by the above designs, which reflect Canada's share in the War, with special emphasis on our Armed Forces, munitions, war supplies, ship-building and agriculture. His Majesty the King is shown in Naval, Military and Air Force uniform, as head of the British Armed Forces, on the 1c, 2c, 3c and 5c denominations.

The subjects depicted on the pictorial stamps are as follows: 4c, Canadian Grain Elevators; 8c, Canadian Farm Scene; 10c, Parliament Buildings, Ottawa, with Union Jack; 13c, "Ram" Tank, Canadian Army; 20c, Canadian Corvette ready for Launching; 50c, Canadian Munitions Factory; \$1.00, Tribal Class Destroyer, Royal Canadian Navy; 6c Air Mail, British Commonwealth Air Training Plan; 10c Special Delivery, Canadian Coat-of-Arms and Union Jacks (Representing the Army), Naval ensign and Royal Canadian Air Force Flag; 16c, Air Mail and Special Delivery Service—A Trans-Canada Airplane in flight.

Issued by authority of  
HON. WILLIAM P. MULOCK, K.C., M.P., POSTMASTER GENERAL

Illustration 11



In closing, anyone with a computer can see many of these same photos from the Canadian Postal Archives. Start your search on Google and type in "Canadian Postal Archives". You will see a list of web-sites. Click on the words "Canadian Postal Archives - Menu". This should bring you to a colourful screen. Click on the word "Canadian Stamps". Then your screen will show you different dates. Click on the years "1851-1966". From the list, choose 1939-1946. This should now show a screen with all the stamps of the period. Click on a specific stamp. Once you get the information sheet on that stamp, you will note a small icon under the stamp. Click on this icon and you will get a list of between 10 to 60 items. When you click each one, you will get about 20% with photos. To see the other 80%, you will have to physically go to the Archives.

Until next time, good hunting

Donald J. LeBlanc

#### APPENDIX "A"

##### List of stamps designed by Herman Herbert Schwartz

1. The Confederation Issue of 1927
2. King George V "Scroll Issue" of 1928, including the Bluenose
3. C1, Canada's first airmail stamp in 1928
4. King George V "Arch and Maple Leaf" Issue of 1930
5. Sir George-Etienne Cartier stamp in 1931
6. Imperial Economic Conference Issue of 1932
7. King George V "Medallion" Issue of 1932
8. Royal William stamp of 1933
9. The United Empire Loyalist stamp of 1934
10. King George V Silver Jubilee Issue of 1935
11. C5, Daedalus in Flight in 1935 as well as E6
12. King George V Pictorial Issue of 1935
13. King George VI "Mufti Issue" of 1937
14. King George VI Coronation stamp of 1937
15. The Pictorial Issue of 1938
16. C6, Monoplane over Mackenzie River in 1938
17. The Royal Visit Issue of 1939
18. The Complete War Issue of 1942 and 1943 including C7, CE1 and E10
19. The Peace Issue of 1946
20. Commemoratives of 1947-1949 (Bell, Confederation, Loyal Wedding, Government, Newfoundland and Halifax)
21. King George VI "Postes-Postage" Issue of 1949- 1950
22. Commemorative of 1950 (Oil Wells, Fur Resources)
23. Capex Issue of 1951
24. Commemoratives of 1951-3 (Royal Visit, Red Cross)
25. Prime Ministers Issue of 1951-1955
26. Queen Elizabeth II- Karsh Portrait Issue of 1953
27. Queen Elizabeth II – Wilding Portrait Issue of 1954

**Note: Illustrations 8 and 11 are from the authors collection, while the balance are from the *Canadian Postal Archives*.**

## A.C. ROESSLER'S FINAL FIRST DAY COVERS MARKED THE CORONATION OF KING GEORGE VI

by Gary Dickinson

The beginning of King George VI's reign also marked the final stages of New Jersey stamp dealer **A.C. Roessler's** production of first day covers for British North America stamp issues. He published several new cachets and used them for Canada and Newfoundland Coronation issues as well as for those of other countries of the British Empire. He used the same designs for Canada's 1938 Pictorial set to a very limited extent, but didn't publish any new cachets after the Coronation issues and had retired from the stamp business by the end of that year.

Roessler's beginnings as an independent stamp dealer occurred prior to World War I in East Orange, New Jersey. His early training as a printer enabled him to produce a great variety of envelopes, stamped covers, newsletters, and other material over the next three decades. Most of his products were U.S. stamp issues and airmail covers, but he branched out into the Canadian philatelic scene starting with flight covers in the latter 1920s and FDCs from 1928 until ill health forced him out of business a decade later. (1)

The Coronation of King George VI in 1937 provided Roessler with an opportunity to print and market FDCs for the Omnibus stamps issued by many countries and colonies (including Newfoundland's Scott #230-232) as well as for unique commemorative issues such as those produced by Canada (Scott #237) and Newfoundland (Scott #233-243). He used three common designs and one variation for all of his Coronation FDCs.

The black cachet shown in Figure 1 was first used for the first part of the Mufti issue of Canada which debuted on April 1, 1937. The likeness on the design bears little resemblance to the new King. Roessler used the same cachet for stamps issued by Great Britain, as shown in Figure 2, as well as other stamp-issuing countries. Both of the covers illustrated here were self-addressed to Roessler using a rubber stamp.



**Figure 1**

Self addressed cachet used by Roessler for the April 1, 1937 half of the Mufti issue.

**Figure 2**

Roessler self addressed cachet posted at Liverpool for Great Britain's Coronation issue.





A second Roessler cachet design for Coronation issues is shown in Figures 3 and 4. The Canada Coronation stamp has an Ottawa flag cancellation on the day of issue and is addressed to one of Roessler's main customers, Bernet's Air Mail Cover Service of Newark, NJ. The Newfoundland cover has three stamps from the Long Coronation series and was posted at St. John's with a Cleveland, OH customer as the addressee. The cachet in both cases is printed in black and has a head-and-shoulders portrait of the King. There is horizontal "First Day" text at the top of the portrait while a curved "H.M. King George VI" is shown below it.



**Figure 3**

Black "First Day" cachet for Canada's Coronation stamp with Ottawa flag cancellation.

**Figure 4**

Black "First Day" cachet for Newfoundland's Long Coronation issue posted at St. John's.



Figures 5 and 6 show a slightly different cachet design from that shown in the previous two figures. This cachet was printed in blue rather than black, and the wording above the portrait is a curved "Posted on Day of Issue" rather than a horizontal "First Day." Both the portrait and the text beneath it are the same as on the earlier black cachets.

**Figure 5**

Blue "Posted on Day of Issue" cachet for Canada's Coronation stamp with Toronto flag and CDS cancellations



**Figure 6**

Blue "Posted on Day of Issue" cachet with Newfoundland's Short Coronation issue.

The cover shown as Figure 5 is franked with a block of four of Canada's Coronation stamp and has Toronto flag cancellation and circular cancellations. Figure 6 is a Newfoundland Short Coronation FDC with St. John's slogan and circular cancellations.

A variation of the blue cachet is shown in Figure 7 on an Aden FDC for the Omnibus Coronation issue. The cachet in this case has no text above the portrait but is otherwise the same as the cachets shown in the prior two figures.



**Figure 7**

**Blue cachet variation without text at top and franked with Aden's Omnibus Coronation set.**

## **Reference**

1. Gary Dickinson. *A.C. Roessler's Canadiana*. British North America Philatelic Society, 2011.

## **► Website Information by Stephen Prest**

### **BNAPS George VI Study Group Website**

Members are advised that the George VI website ([www.kgvi.ca](http://www.kgvi.ca)) has recently been updated with a number of changes. Issues 1 to 20 of the Post & Mail are now available via "The Post and Mail" link on the "Home" page of the website. Issues 21 and up are available via "The P&M Archive" link in the Study Group Member's area of the website.

### **KGVI Bibliography – 4<sup>th</sup> Edition**

Members are also advised that the 4<sup>th</sup> Edition of the Bibliography of King George VI Canada and Newfoundland Philatelic References has been posted in the Member's area of the Study Group website. This edition references articles found in Issues 1 to 24 of Post & Mail, i.e. through to the end of 2011. The 4<sup>th</sup> Edition also incorporates George VI related articles found in BNA TOPICS through to Volume 64 (2007) thanks largely to the review work undertaken by **Gary Dickinson** in his TOPICS Revisited columns found in Post & Mail Issues 11 through 18. Gary's contributions to the 4<sup>th</sup> Edition also include his review of Issues 1 to 50 of First Days, the Journal of the American First Day Cover Society for references related to Canadian KGV Period and are gratefully acknowledged by the Editor. The contributions of **Larry Goldberg**, **Mike Street** and **Bill Verbruggen** to earlier editions of the Bibliography are also gratefully acknowledged.

The 4<sup>th</sup> Edition includes the Editor's review of Issues 1-18 & 20 of "The Newfie Newsletter" (1985-1988) produced by the BNAPS Newfoundland Study Group which resulted in some 20 reference citations related to Newfoundland George VI period being added to the Bibliography. Back issues of the Newfie Newsletter and those of many other BNAPS Study Groups are available on-line through the kind auspices of BNAPS' **Horace W. Harrison** Online Library.



It is apparent that other Study Groups' newsletters contain a wealth of articles pertaining to the George VI period which would be of interest to our George VI Study Group members many of whom are members of other BNAPS Study Groups. Future editions of the KGVI Bibliography would be greatly enhanced by the inclusion of references of articles from other BNAPS Study Group newsletters and other philatelic reference sources.

Your KGVI Bibliography Editor would welcome hearing from Study Group members who have identified KGVI related philatelic references not currently incorporated in the 4<sup>th</sup> Edition or who may be interested in assisting the Editor to review philatelic publication series not currently covered in the Bibliography. Members interested in contributing to future Editions in support of our Study Group's KGVI Bibliography project are asked to please contact Stephen at [stephen.prest@gmail.com](mailto:stephen.prest@gmail.com) for further details.

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### ► **Response to J. Burnett's (OTB) question in Post and Mail # 25, page 18**

**Re: King George VI Post & Mail #25**

**Member Question – John Burnett**

**Passed For Export.**

The example of the "Passed For Export" hand stamp shown by John is one of many, many hand stamps used by Postmasters in their day to day responsibilities, certifying compliance with exchange control requirements as prescribed by the Foreign Exchange Control Board during the period from September 15, 1939 to December 14, 1951.

There is no evidence that hand stamps were issued to post offices by Canada Post; rather it is presumed that each Postmaster ordered a hand stamp from a local supplier resulting in many hand stamps of varying design (Upper Case lettering or a combination of Upper and Lower Case lettering) of various sizes. The largest example presently in my collection measures 9 x 80 mm.; the smallest reported to date (reported by Peter Burrows) is 3 x 38mm. .

Passed For Export can be seen in manuscript as well as hand stamped in English, French and in bi-lingual format.

When marking his/her certification of compliance the postmaster was required to initial the marking; consequently, I would expect the initial "E", appearing on John's cover, to be that of the acting postal clerk of Gull Lake, Sask. (the Postmaster being noted by Canada Post to be "On Active Service" at the time of mailing).

**"Passed For Export" markings, manuscript, hand stamped, English, French and bi-lingual will be illustrated by me in a future article for King George Post and Mail as part of a broader exposition and series dealing with the Foreign Exchange Control Board and Canada Post.**

With warm regards,

***Eldon***

*Editor's note: The first installment of E. Godfrey's FECB series is on page 14 of this issue.*

## Foreign Exchange Control Board

### Introduction

By Eldon C. Godfrey, FCA

The mandate of the Foreign Exchange Control Board and the engagement of Canada Post encompasses the “Mufti Issue”, the “War Issue”, the “Peace Issue” and the “Reconstruction Issue”. Correspondence addressed abroad provides examples of the various markings written, stamped and/or affixed by postal clerks and officials indicating compliance with the requirements of the Foreign Exchange Control Board.

Created by Order-In-Council on September 15, 1939, immediately following the entry of Canada on September 10, 1939 into World War II, the Foreign Exchange Control Board (FECB) operated to control the flow of foreign exchange throughout the war and for six years thereafter. Censorship in Canada was discontinued by Parliament on August 16, 1945; however FECB regulations remained in effect until the FECB was officially terminated on December 14, 1951. During this period, the regulations of the FECB were revised from time to time giving effect to discovered requirements and learned operational efficiencies.

The Post Office, its officials, postmasters and postal clerks were called upon immediately to play an important role in the execution of the mandate of the FECB.

FECB Regulation Section 7(a) states “Every postmaster and postal clerk shall act as agent of the board in accordance with instructions of the Board relating to the control of exports by mail and parcel post.” Pursuant to FECB Regulations it became necessary that the words “Passed for Export” be stamped or written upon the face of the envelope by the postmaster to indicate that, in his/her opinion, the contents of the envelope did not violate the regulations of export.

Journal articles written by **Jeffery Switt**, **Chris Miller** and **David Whiteley** provide valuable information and insight into the FECB and an outstanding monograph written by David Whitely is an invaluable reference. **Peter Burrows** extensive work dealing with British Empire Civil Censorship Devices – World War II provides excellent illustrations of FECB markings.

### References:

Switt, J., “Postal Censorship and the Foreign Exchange Control Board” PHSC No. 77 pp 51-54 (1994)

Switt, J., “Those PASSED FOR, APPROVED FOR and AUTHORIZED FOR EXPORT Markings” BNA Topics Vol.52 No.3 pp. 44–51 (1995)

Whiteley, David H., “Some Additional FECB Covers” BNA Topics Vol. 53 No.1 pp. 53 & 54 (1996)

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Miller, C., “Foreign Exchange Control in World War II” Maple Leaves Vol. 25, No.5 pp 165-170 (1997)

Whiteley, David H., “The Foreign Exchange Control Board and the Canadian Post Office: 1939 – 1951 – Parts I and II” BNA Topics Vol. 55, No.1, pp. 37–50 (1998) and Vol. 55, No. 3, PP. 29 – 38 (1998)

Burrows, Peter C., “British Empire Civil Censorship Devices – World War II – Section 7 – Canada & Newfoundland” 2010.

### The Chairman of the Board

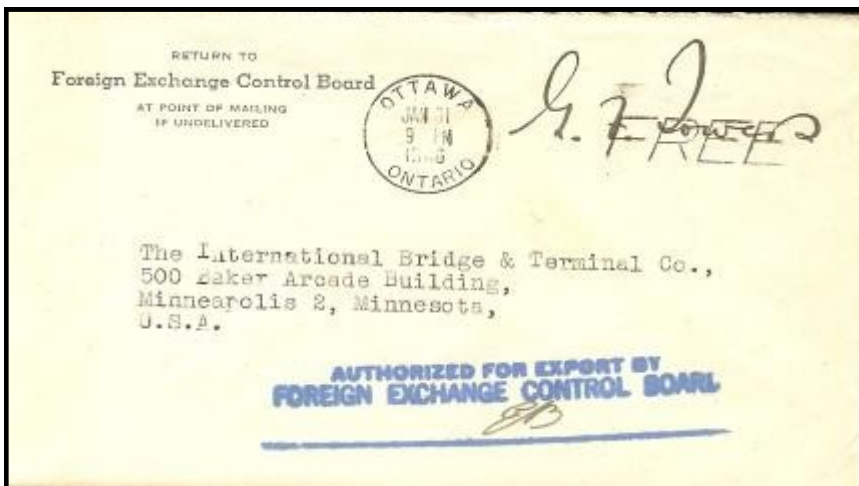
**Graham Ford Towers**, who was appointed the first Governor of the Bank of Canada on September 8, 1934, was appointed Chairman of the Foreign Exchange Control Board and served in this capacity throughout the existence of the FECB, from its inception on September 10, 1939 until its official termination on December 14, 1951. Towers continued to serve the Bank as Governor until his retirement on December 31, 1954.





Correspondence mailed by the Foreign Exchange Control Board to Buell Combustion Co. Ltd., Hamilton, Ontario on July 31, 1942 bearing the “Free Franking of Graham F. Towers, Chairman of the Board.

“Buell” is a British company which patented a “cylindrical dust separator” on June 28, 1940 and likely had dealings with National Steel Car.



Correspondence mailed by the Foreign Exchange Control Board to The International Bridge & Terminal Co., Minneapolis 2, Minnesota USA on January 31, 1946 bearing the “Free Branking of Graham F. Towers, Chairman of the Board.

This letter gives evidence of the necessity of the FECB to assert compliance with regulations governing all other public correspondence by “self examination” of its own international correspondence.

The FECB has used the marking: **AUTHORIZED FOR EXPORT BY**

**FOREIGN EXCHANGE CONTROL BOARD**

and the application of this “self audit” marking by Canadian Banks will be the subject of a future article.

### **“Passed For Export” – The Beginning and The Ending**

The marking “Passed for Export” appears throughout all years of the operation of the FECB in manuscript format and in the form of hand stamps.

Shown on page 16 are two covers which, in my collection, constitute the evidence of the beginning and the ending of FECB operations.

Established on September 15, 1939, the endorsement “Passed for Export”, which is believed to be the earliest recorded marking of FECB compliance appears, not surprisingly, in pencil manuscript format dated September 21, 1939.



“Passed for Export” manuscript compliance endorsement dated September 12, 1939 approving for onward transit registered correspondence to Cordoba, Argentine Republic. (ex Switt).



As the jurisdiction of the FECB ended on December 14, 1951 the PASSED FOR EXPORT compliance marking appears in the form of a hand stamp bearing the date DECEMBER 12, 1951

The obverse of the cover also bears a “Customs Declaration” DOUANE of contents — Postage Stamps — Duty Free.



Part 2 of this series will look at several examples of manuscript and hand stamped Passed For Export markings.

If any reader can provide evidence of earlier or later dates of FECB compliance markings than those illustrated above, please notify the writer or the editor.

## Canadian Air Mail to Africa, and Continental Asia

### The “War Issue” Period - 1942 to 1945

By Derek Smith

Until the later stages of World War II, the occupation of most of Europe by Germany and its allies and of the Pacific Islands chain by Japan forced almost all North American mails addressed to points in Africa and Continental Asia to be routed via the U.S., Brazil and across the Atlantic via Nigeria via Pan American Airline services. From Lagos, they would be distributed over routes flown by Pan Am, B.O.A.C and SABENA

The selection of the Brazilian base of Natal was because of the lack of aircraft with the range to reach Africa from the U.S. and the inability to fly a Canada/Labrador/Iceland/U.K. route in the winter due to wind and storm conditions on the east-west leg. Even when this route was available in summer, it was usually quicker to use the American service for African and Asian mails until the countries of Europe were freed.

This article will show the routes and rates for Canadian mail bearing “War Issue” stamps to Africa and “continental” Asia during much of World War II. Although most of the covers to be shown are from the “proper period”, a few will be “selected later examples” as illustrative of the appropriate wartime routing to a destination at the correct postage rate.

A general bibliography is at the end of this article, but maps and tables and pictures are specifically referenced. There is no original research – the material is a compendium of research done by others.

Other members of the Study Group are encouraged to expand upon this material, and of course to make corrections.



**\$2.00 postage double rate letter enclosing photographs to Bombay, India from Toronto mailed Feb 11, 1943. arrived March 6, (24 days).**

**Routed via, Miami, Brazil, Lagos then Arabia, Iran and Calcutta.**

The envelope was made up of 2 slit air mail envelopes pasted together, with a description of the contents. It was properly annotated “Via Miami, Africa”. The red CENSOR marking is Indian, probably applied at Calcutta.



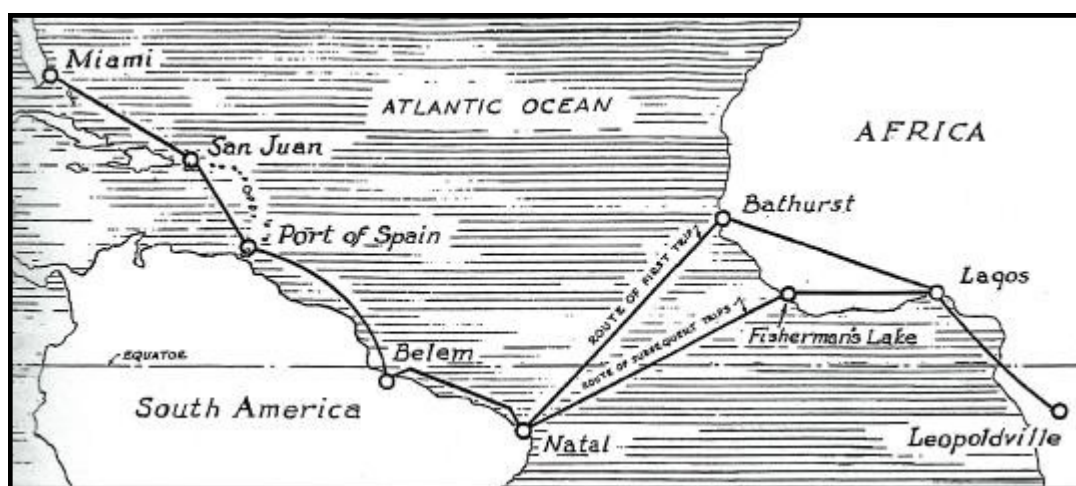


## THE ROUTES

### 1. To Africa

Although organized by the American and British Armed Forces, the routes in question were flown by private air lines primarily, Pan American Air Lines, British Overseas Airways Corporation, and Belgium's S.A.B.E.N.A.

Canadian air mail would be carried by TransCanada Airlines to Toronto or Montreal and on to New York. There it would go via a U.S. domestic carrier to Miami, where Pan Am would take over the rest of the journey to Lagos and some points beyond. The service was "FAM-22" (Foreign Air Mail route #22). After experimentation in late 1941, the final route was settled early in 1942.



PANAM ROUTE

FAM-22

Source: Boyle, plate 56

Pan Am initially used a B-314 flying boat NC 16803, dubbed "The Yankee Clipper". This was at the time the only airplane with a sufficient range (almost 3700 miles) to complete the transatlantic distance non-stop, and non-stop it had to be as the only islands between Natal, Brazil and Africa were the Ascensions (and much farther to the south, St. Helena and Tristan da Cunha).



Boeing B-314

Source: Clipperflyingboats.com

Even the route from Miami to Natal, Brazil required intermittent stops – it was 3700 miles, the very limit of the B-314's capabilities, so that Pan Am also operated air mail services to San Juan (Puerto Rico), Port of Spain (Trinidad) and Belem in Brazil along the way. .

Just some examples of distances –

Miami to Natal, Brazil	3700 miles
Natal to Bathurst, The Gambia	1900 miles
to Accra, Gold Coast (Ghana)	2575 miles
to Lagos	2795 miles
to Ascension	1400 miles
Miami to Dakar, Senegal	4110 miles
Miami to Lagos	5635 miles
Range of B-17 Flying Fortress	2000 miles
Range of Short Sunderland flying boat	1800 miles
Range of Lockheed Hudson, Lodestar	1800 miles

## 2. Through Africa

With one notable exception, the major African air mail routes led eastward to connect with “The Horseshoe Route” which ran up the eastern side of Africa and on into Asia (see below). Most Canadian mail to Africa was intended for points on that route.

The major African routes were as shown in the following map.



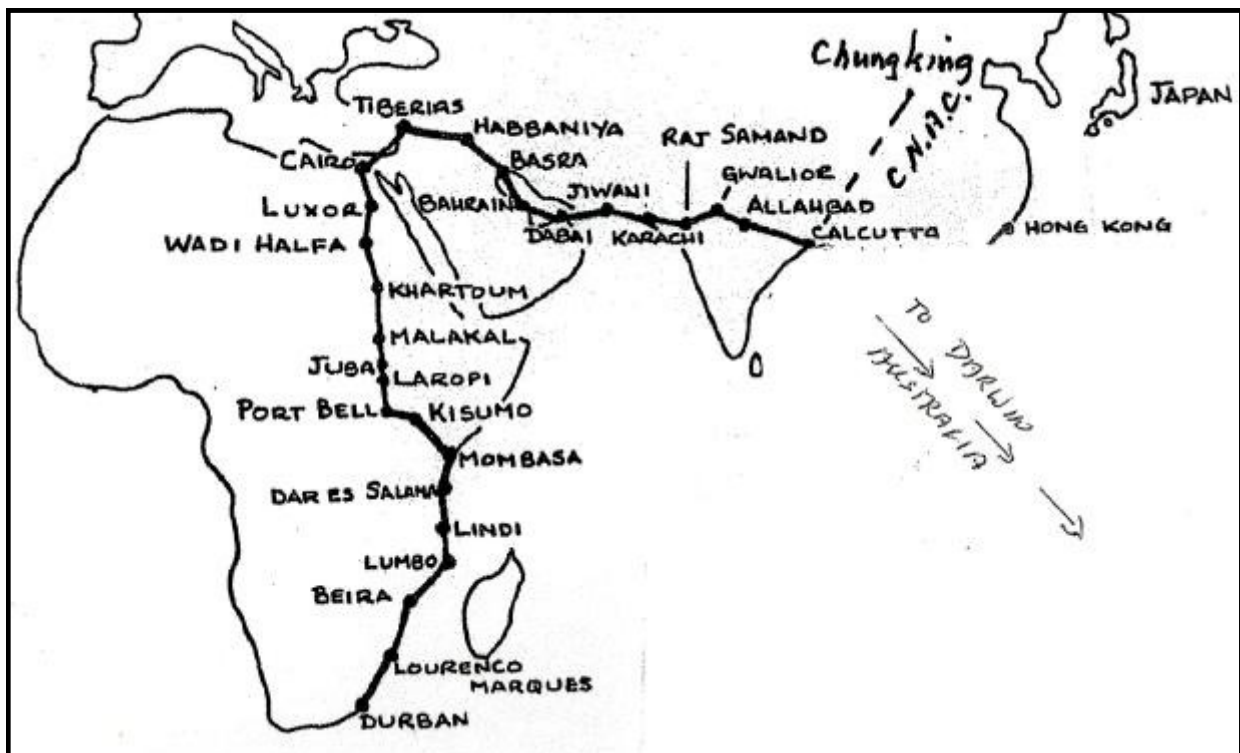
Source: Boyle, Plate 28 (as amended by author for this article)

- By Pan Am** Lagos to Leopoldville (Belgian Congo), Stanleyville (Belgian Congo) and to meet the Horseshoe Route at Port Bell, Uganda on Lake Victoria.
- By SABENA** Lagos west to Accra and Takoradi (both Gold Coast), east to Stanleyville to meet the Horseshoe Route at Juba (Uganda)
- By BOAC** Lagos to Kano (Nigeria), Maiduguri (Nigeria) to meet the Horseshoe Route at Khartoum (Sudan)

BOAC also operated seaplane and land based routes to England which ran up the west coast and via Lisbon to England, on which mails to northwestern African countries were routed.

### 3. "The Horseshoe Route"

BOAC also operated a route running from Durban, South Africa northward with numerous major stopping points en route to Cairo, then on through Palestine and Iraq (later changed to trans-Arabia) and Iran through India and on down to Australia – it looked like an inverted horseshoe, hence the title. This article concentrates only on its Durban to Calcutta, India portion.



Source: Wartime Airmails—The Horseshoe Rout, page 10  
(as amended by the author for this article)

The additional stages of the Route to Australasia are not shown, as they are not relevant to this article.

From Calcutta, there was a spur to Chungking in "Unoccupied China" flown by China National Aviation Corp.

BOAC used any number of aircraft types on this route, among them, the Lockheed Lodestar with a range of 1800 miles. It was supplied to the civilian airline by the RAF compliments of the USAF





**Lockheed Lodestar**

Source: Warbird Alley.com

## **POSTAGE RATES**

Airmail postage rates to all African and Asian countries had been set in 1940-1941, and did not change during the remainder of the War.

*(In the following illustrations and descriptions, assume that all letters went via Miami and FAM-22 to Lagos, unless noted – saves considerable repetition.)*

### **65¢ per 1/2 ounce—Africa**

Gambia, Nigeria



**Mailed Dec. 1, 1945, arrived Dec. 24 (24 days). FAM-22 route to Lagos, the destination.**

**A nice present for Mother Mary, it arrived the day before Christmas!**

**75¢ per ½ ounce – Central/Southern Africa**

Kenya, Uganda, Tanganyika, Nyasaland, Northern Rhodesia, Southern Rhodesia, Mauritius, South-West Africa, Union of South Africa, Angola, Belgian Congo, Cameroons & French Equatorial Africa, Mozambique, Spanish Guinea

To Union of South Africa, 1943 and 1946



Both of the above covers starting from Lagos, went via Pan Am to Port Bell, Uganda. Then via the BOAC Horseshoe Route southward to various South African points.

The upper cover was mailed at Montreal, May 6, 1943 to Durban. Arrived June 10 (docketing) – 36 days.

The lower cover (illustrative of routing) was mailed Feb. ??, 1946 to Johannesburg. Carried from Port Bell to Laurencio, Marques, then inland to Johannesburg.



To Kenya, 1942

A wonderful cover – the registration procedure allows tracking the letter through its entire trip, ex the delivery point! In addition, it has the proper notation per P.O. regulations – “via Miami-Brazil-West Africa” applied by the sender on the obverse.

Mailed at Saskatoon and registered Oct. 26, 1942, with 85¢ postage including the 10¢ registration fee. Back stamps allow its being traced to Ottawa and Montreal on Oct 27 and Miami Oct. 29, when it passed to Pan Am's FAM-22 flight.

In Africa, it was carried by either Pan Am or SABENA to Leopoldville (Nov. 16) and to Port Bell, Uganda where it was handed to BOAC for the Horseshoe route to Mombasa, arriving there Nov. 24, and then inland by unknown carriers to Nairobi - Nov. 24 and Kilindini. There is no Kilindini back stamp, but to Nairobi, it took 30 days.

To Belgian Congo, 1942

Mailed at Toronto, Oct. 3, 1942. From Lagos, via Pan Am or SABENA to Leopoldville, then by SABENA approximately 360 miles to Boende, on Nov. 18. Total – 48 days.



**90¢ per ½ ounce - Africa, “Middle East”**

Gold Coast, Liberia, Sierra Leone, Egypt, Sudan, Cyprus, Malta, Palestine, Lebanon, Trans-Jordan, Syria, Iraq, Aden Saudi Arabia, Turkey

**To Egypt, 1943**

Mailed at Winnipeg, May 31, 1943 to an airman serving in the Middle East – we know that Australia's 75 O.T.U. was active in Egypt at the time, hence the assumed destination. No back stamps.

**To Malta, 1946 (Illustration of Routing)**

Mailed at Toronto March 15, 1946 to Sliema, where it arrived April 2 after 20 days.

Had the letter been mailed before the recovery of Italy, it would have gone via Lagos and then BOAC to meet the Horseshoe route at Khartoum, Sudan, then to Cairo and on by BOAC to Malta.

In fact, it undoubtedly went to the U.K. on the Newfoundland – Iceland- route, then through Lisbon and points in North Africa to Cairo, and on to Malta.

To Cyprus, 1945

Mailed at Montreal April 6, 1945 to Larnaca. Probably via TCA or BOAC to the UK, through Italy to Cairo (back stamped June 6), then on via the Horseshoe route to destination on June 14. It took 71 days!

(Earlier mail would have gone via Lagos, Khartoum, Cairo, Cyprus)

To Syria (Lebanon) – 1944 (another “illustrative” case?)

Mailed at Batawa, Ont. Aug. 25, 1944 to “Beyrouth”, then Syria. Arrived Sept. 26, in 33 days. Probably carried by TCA via Goose Bay to Prestwick, then via BOAC to Lisbon and Tunis to meet the Horseshoe route at Cairo, on to Lydda (Palestine) and inland to Beirut.

Before the second half of 1944, its routing would have been as per the previous covers, from Lagos by BOAC to Khartoum to meet the Horseshoe route.



**\$1.00 per ½ ounce - “East Asia**

Bahrain, Ceylon, Iran, Afghanistan, India

**To India - 1944**



Mailed at London, Ont. July 22, 1944 to Calcutta, the end point on the continental Asian section of the Horseshoe route where it arrived on Aug. 23, 33 days out. Censored in both Canada and India. Again, by this late date, the route was probably via the UK, Lisbon and Tunis to Cairo.

**75¢ per ½ ounce – “Unoccupied China”**

**To Chungking, 1944**





Mailed March 30, 1944 at Vancouver—known from the return address on the back, despite the secrecy supplied by the lack of a town name in the double circle dater. Mail was not going across the Pacific at this time, so the routing would have been via Toronto and New York to meet FAM-22 at Miami, to Lagos and on BOAC to Khartoum, Cairo and Calcutta. There it was transferred to China National Aviation Corp. for the final leg to Chungking. No arrival date stamp.

**30¢ per ½ ounce – Northwest Africa**

**Algeria, Morocco, Tunisia**

For some reason, the 30¢ postage rate to these countries remained at the pre-War level, although raised to just about all other African and Asian countries associated with France or Spain from late 1941-early 1942

**To Algeria, 1943**



Mailed at Montreal Oct. 27, 1943. No back stamps. This could have gone by either of 2 routes to Lisbon where the Spanish carried TAE would have carried it to Tangier from which it would be dispatched by TAE or by land to destination.

There was a routing via the Canada to U.K. to Lisbon, and another by BOAC from the FAM-22 terminal at Lagos to Lisbon

**To Morocco - 1944**



Mailed at Calgary April 4, 1944 to Casablanca – again no back stamp. The routing possibilities are the same as above.

**10¢ - Aerogram**

Effective from September 11, 1944 (Smith & Wawrukiewicz - p 33), mail in special light-weight uniform sized air mail letter sheets with no enclosures to both civilians and service personnel could be sent anywhere (except to countries to which service was suspended) at a rate of 10¢.

By that time, mail to Africa and Asia would have been going via the UK and Lisbon to Tunis to Cairo and via the Horseshoe route in both directions.

(By the way, despite the trans-European routing of Asian and North African mail, the FAM-22 service with its connecting routes remained in operation until the end of the War. Although the author has no covers proving it, mail going to the southern countries of Africa probably would have used them.)

**To North Africa – 1944****To India 1944**

AN ODDITYTo Cameroons - 1943

The air mail postal rate to both the British and French sectors of Cameroons was increased to 75¢ from 30¢ per ½ ounce in December, 1941. Any underpaid letter was to go by surface mail.

This cover, mailed at Montreal on June 7, 1943 to the French sector of Cameroons with 30¢ postage, was underpaid by 45¢ for point-to-point air mail carriage. It reached its destination on Aug. 9, after being censored.

How it reached the UK is 'the mystery'. The OAT (Onward Air Transmission) was applied in the UK, as normal for air mail passing through the country in this period. Probably this letter was treated as a partially-paid air letter – carried by sea to the UK and then put into the air mail system for the remainder of its journey – hence the 2-months delivery time.

It probably went on BOAC via Lisbon to Lagos, and then with SABENA to Douala in the French Cameroons.

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## Mail Service Suspended of the Canadian 1937 Definitive Issue

By Gary Steele

The start of World War II impacted mail service worldwide, resulting in both surface and air mail being stopped before reaching its final destination. In Canada such mail was marked '**Mail Service Suspended**' and returned to the sender.

The impact on the 1937-1938 definitive issue resulted in very short periods of 1<sup>st</sup> class surface mail, printed matter and air mail to various countries. Countries that were partially occupied had mail suspended only to those foreign military occupied areas as demonstrated in France and China.

Mail service suspension of Canadian mail started on September 10 1939 for some countries, as the Second World War progressed additional destinations were added. In addition, some suspended mails were re-instated, restricted to only one type of service or added as a different route and rate.

### Surface Mail to Germany

I have not seen any official notice of an exact date for the suspension of Canadian mail service to foreign destinations due to the start of World War II, I therefore use September 10, 1939.

The following is an interesting item, Mailed under cover from *San Francisco*/To the Post Office, Vancouver, B.C., then **EXAMINED BY CENSOR 39**, marked **MAIL SERVICE SUSPENDED** and forwarded to the Canadian Dead Letter Office on Feb 2 1940. There it was sent back to the sender in the United States per Pointing Finger handstamp D.D.L. (Division of Dead Letters in the U.S.)



Sent to Ottawa Dead Letter Office Feb 2 1940 forwarded to Washington DLO Feb 15 1940

### Surface Mail to France

This triple weight cover was held over due to suspension of mail service while in transit. Mailed on June 3 1940 by surface mail. Suspension of service to France started on July 5 1940 continued to August 30, 1940 as France surrendered to Germany on June 22 1940.

Mailed by the Assistant Deputy  
Postmaster General on June 3  
1940 to future Governor General  
of Canada, George P. Vanier  
Received at Ottawa Dead Letter  
Office on July 31 1940

**Note: a majority of suspended  
Canadian mail was sent to the  
Dead Letter Office in Ottawa to  
be returned to the sender.**



### Surface Mail to Occupied France

Service to occupied France only, was suspended August 31 1940 to April 25 1941. Barbizon was just south of Paris in occupied territory.



Mailed Sept 4 1940 and examined by Canadian Postal Censors C30, Oct 18, 1940 at Ottawa, Ont



**To Hungary**

All service to Hungary was suspended April 19 1941 for duration of use of this issue.

Censored in  
Canada and  
Great Britain,  
thus delayed  
into period of  
suspension  
and sent to the  
Dead Letter  
Office Ottawa  
Dec 3 1941

**To Finland**

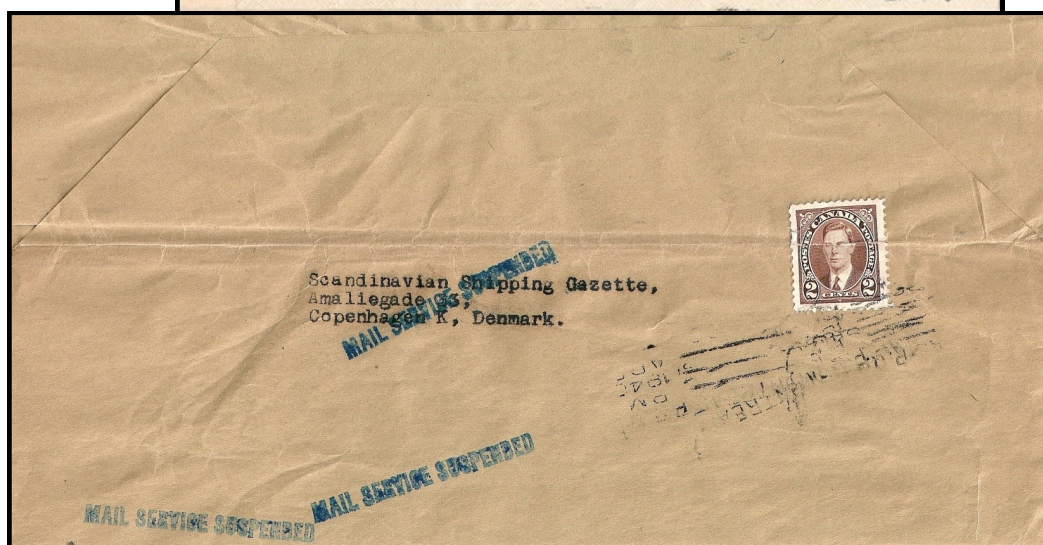
All mail service was suspended  
April 13 1940 to May 31 1940

Service also suspended  
on two other dates up to  
October 24 1941

Toronto, Ont. Apr 3 1940 to  
Rauma, Finland sent to Ottawa  
DLO May 9, 1940

**Surface Mail –****Printed Matter****to Denmark**

All mail service was  
suspended to Denmark on  
April 13 1940 and resumed  
May 31 1940,  
subsequently suspended  
again June 1 1940 to  
July 19 1940.



2 cent 3<sup>rd</sup> Class printed matter rate for up to 2 ounces

Magazine wrapper mailed from Montreal April 5 1940 to Copenhagen, Denmark



**Surface Mail to Italy**

All service suspended June 15 1940 (except Vatican City State)



New Waterford, N.S. My 31 40 to Garizia, Italy  
transiting Ottawa arrived in Montreal Jun 5 40  
censored and sent to Ottawa DLO Jul 16 1940

**Surface Mail to Norway**

All service suspended on  
April 13 1940 until  
April 30 1941

Censorship requirements  
were a consistent reason  
for the delays in trans-  
porting mail both during  
regular service and periods  
of suspended mail service

April 25 1940 returned  
by DLO May 2nd 1940



# Air Mail to Sweden

All service suspended June 28 1941 to May 1 1942

30¢ Trans-Atlantic  
air mail rate 1st ½ oz



Prince Rupert, B.C. Aug 12, 1941 to Jonkoping, Sweden

Sent to Canadian Postal Censorship, Sept., 1941 imprinted "No Service"

# AirMail to Belgium

Double 30¢ Trans-Atlantic  
air mail rate up to 1 oz

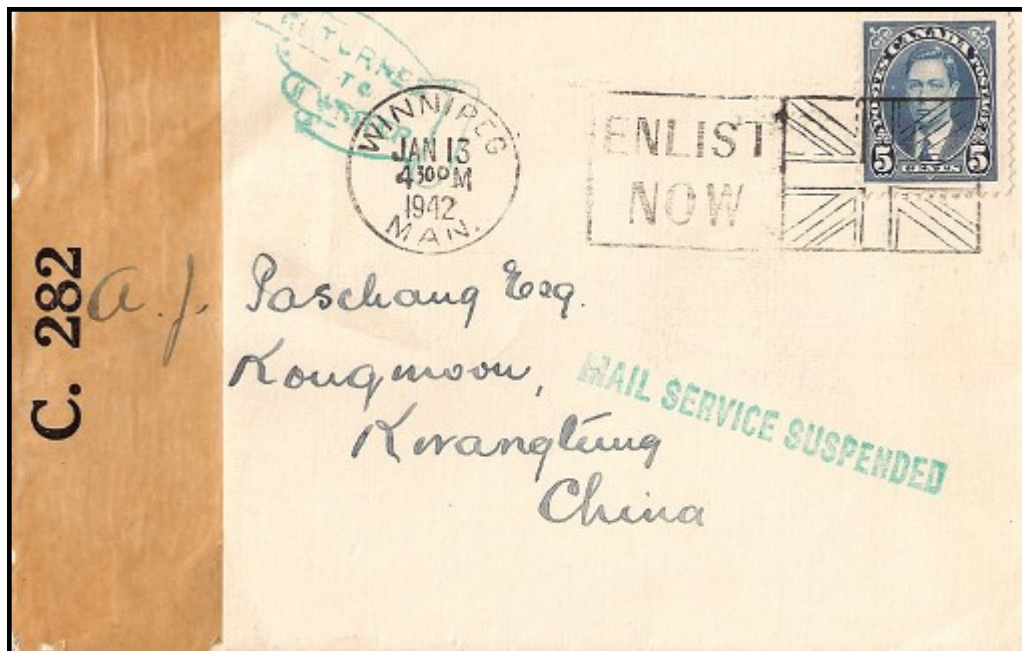


Cobourg, Ont. May 5 1940 to Brussels, Belgium five days before Germany invaded, censored and marked  
NO SERVICE/RETURN TO SENDER in United Kingdom



Surface Mail to Occupied China

All service suspended on December 20 1941



Winnipeg, Man. Jan 13 1942 to Kwangtung, China, censored and imprinted RETURNED TO WRITER

Trans-Pacific Air Mail

Dec 11, 1941 to Canton, China Reg, AR &amp; Air Mail at double 90¢ per ½ ounce letter rate

Held over  
to be  
examined  
by  
Canadian  
censors.



Received in Vancouver Dec 21, 1941 and Examined by Censor, redirected to Ottawa on Jan 13, 1942.



### Surface Mail to Hong Kong

All service suspended on January 3, 1942 for duration of study period

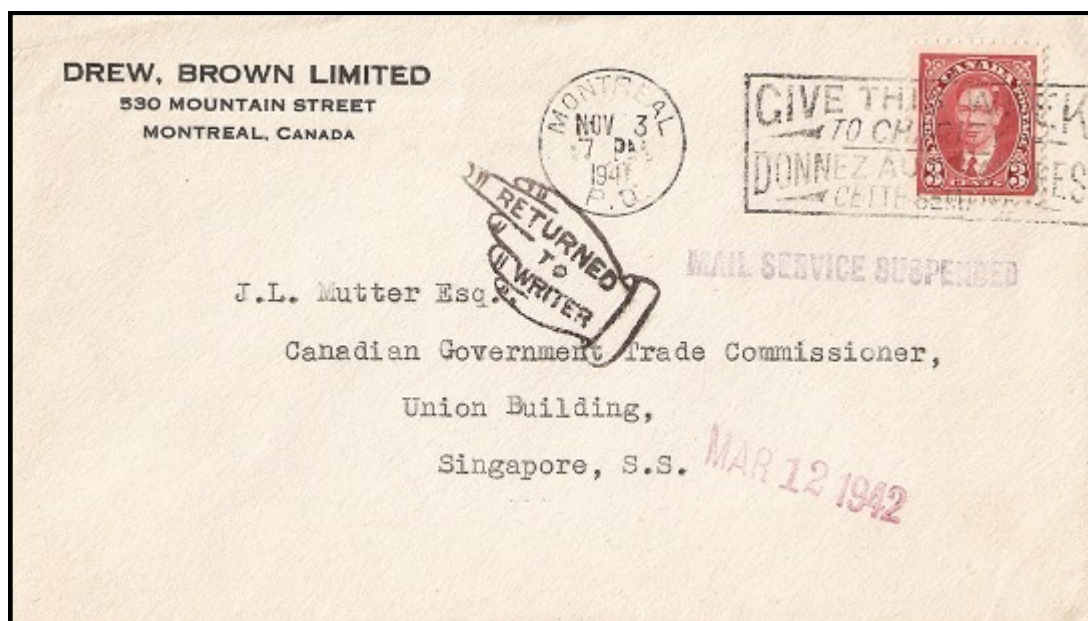
Rare example  
of mail to a  
Canadian  
Prisoner of War  
held by the  
Japanese that  
was actually  
delivered to  
him in the  
POW camp  
'April 29 1943'



East Angus, P.Q. My 25 1942 to Force C Hong Kong redirected to Camp H

### Surface mail to Singapore

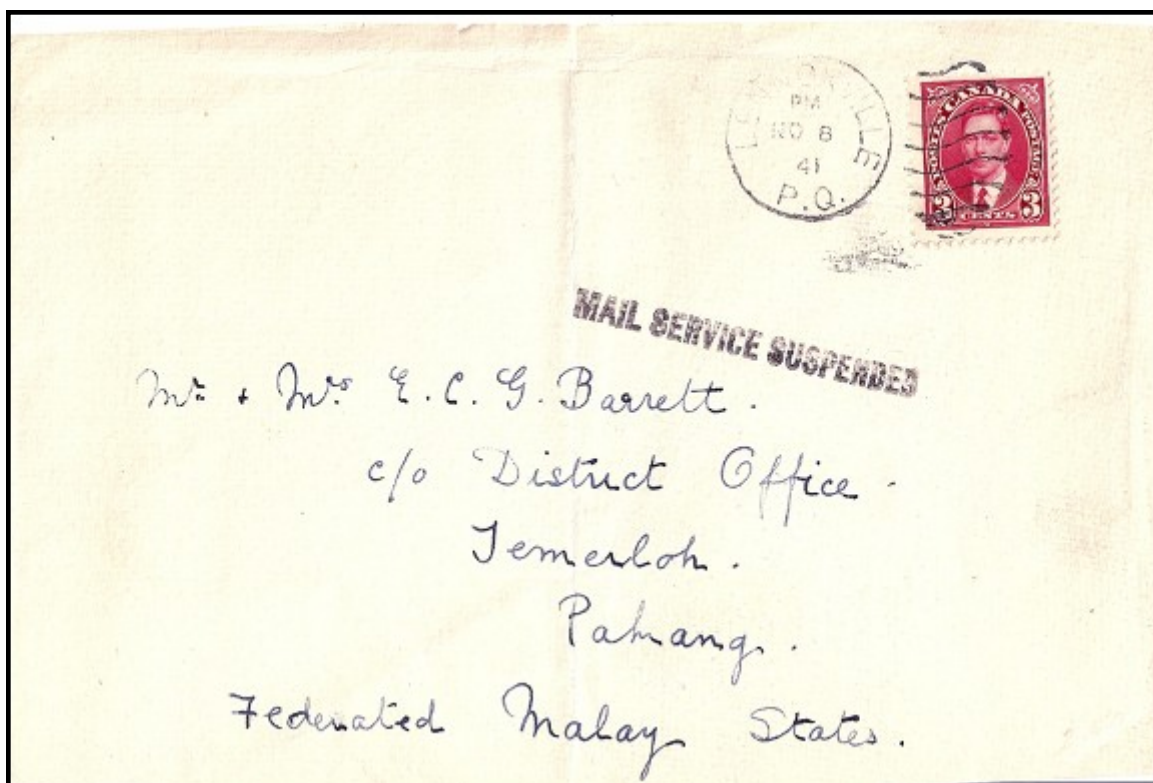
All service suspended February 21 1942 for duration of study period



Montreal, P.Q. Nov 3 1941 and returned to writer Mar 12 1942

**Surface Mail to Federated Malay States**

All service suspended February 21 1942 for duration of study period

**to Malaya**

The 1<sup>st</sup> Manchester Regiment of the British Army were stationed in Singapore from 1938, saw action during the Japanese invasion in February 1942, Having surrendered they spent the rest of the war as POW's.

**RETURNED TO SENDER  
SERVICE SUSPENDED**

Mark believed to be American  
either Seattle or San Francisco





**Surface Mail - Printed matter to British North Borneo**

Surface mail suspended on December 20, 1941 to January 16, 1942

Christmas card mailed in  
unsealed envelope at the  
1¢ printed matter rate

Opened and returned to  
Addressee by DLO per  
**MAR 12 1942** handstamp  
on front.

**Surface Mail – Double Weight UPU Rate to Netherlands East Indies**

5¢ first ounce and 3¢ second ounce

Surface mail suspended on Dec 20, 1941 to January 16, 1942  
and again on May 23, 1942 for duration of study period

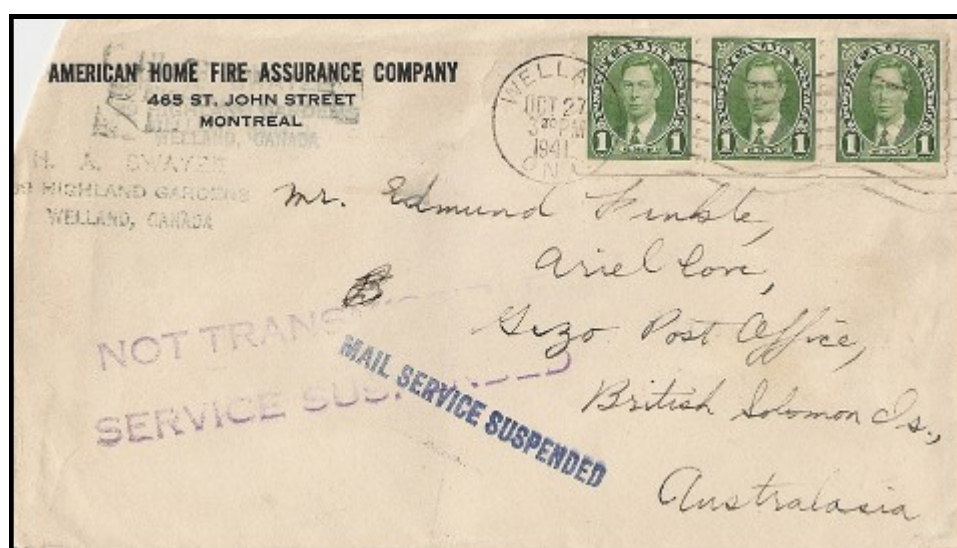


**Damaged in transit prior to Censorship possibly due to an enclosure and repaired  
Two sets of censor tape applied and repair tape applied, Returned to writer.**



Surface Mail to Philippines

Service suspended Dec 20 1941

Surface Mail to British Solomon Islands

Welland, Ont. Oct 27 1941 to Gizo Post Office, British Solomon Islands

Approximately 88 countries had their mail service suspended during the Second World War. This leaves substantial room for more in-depth research such as timelines, types of suspension and how mail was returned. Due to the scarcity of this type of material the full story may take years to develop.

**References :** *Canada Postal Guides, Monthly and Weekly supplements, 1939 to 1942.*

**The Relative Rarity of Some KGV Material**  
**By**  
**John Burnett O.T.B.**

**The 4¢ Mufti**

This is the first of what I hope will be an ongoing series of articles done in collaboration with a number of members.

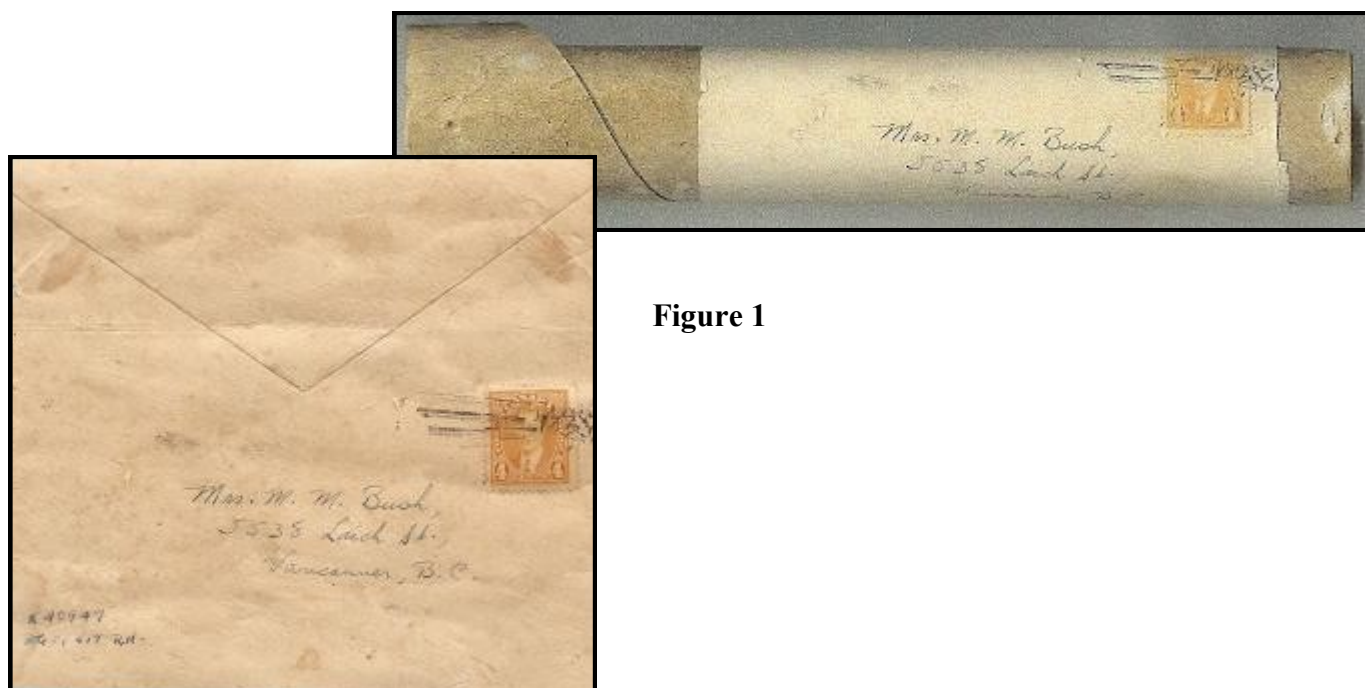
I want to write about the scarcity of various uses of some of the KGV stamps in postal history. I have a plan for this series and that is to forward each to other members of the study group, ask for their input, editing, and scans of material and to then add their name to the authors list.

The reason for this is quite simple, a lot of folks know a lot more about some of these subjects than I do.

My purpose is to develop more information on scarcity, publish it in the newsletter, see it corrected or added to by members and then publish the final version in BNA Topics for general publication. Hopefully some of the philatelic judges in both Canada and the United States will read it and start to consider this "modern" stuff as worthy of more award levels than I presently see it getting, especially in the USA at National level shows.

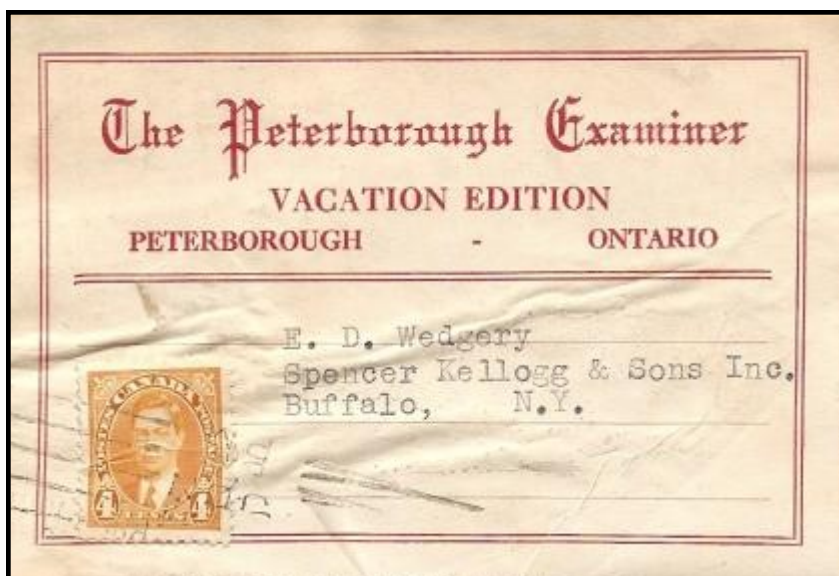
I have collected the Mufti stamps (1937 - 1942) for a fairly long time, and have spent hours at dealers tables pouring over boxes of material and some stuff is just extremely difficult if not nearly impossible to find.

Single use of the 4¢ Mufti stamp is a prime example. To the best of my knowledge the 4¢ paid for a domestic triple weight drop letter and a domestic quadruple rate (16 oz.) printed matter. With respect to mail to the USA a printed matter rate for an 8 oz. bundle would require 4¢. I have yet to encounter a triple weight domestic drop letter but have found one domestic quadruple weight printed matter item, and one 8 oz bundle label to the USA. On my two printed matter rate items I can only assume them to be the proper weight. The first illustrated in Figure 1 is the quadruple weight, here I have been able to get close to the weight by actually weighing the item and making a small assumption. An envelope was wrapped around a very heavy cardboard tube containing an extremely long photograph of a Canadian Army regiment that actually weighs 13 oz. What was missing when I obtained it were the two end caps which I assume would have weighed 1-2 oz each if made of the same heavy cardboard which would make the package one pound mailed as printed matter at the rate of 1¢ per 4 oz. requiring 4¢ postage. I cannot discern a date on the roller cancel but the photograph inside is dated 1940.



**Figure 1**

My second single use of a 4¢ stamp is shown in Figure 2, this is a wrapper from the Peterborough Examiner of a “Vacation Edition” mailed to the USA. This item would have been an 8 oz. bundle of papers and mailed to a commercial concern in Buffalo, New York paying the rate of 1¢ per 2 ounces to the USA.



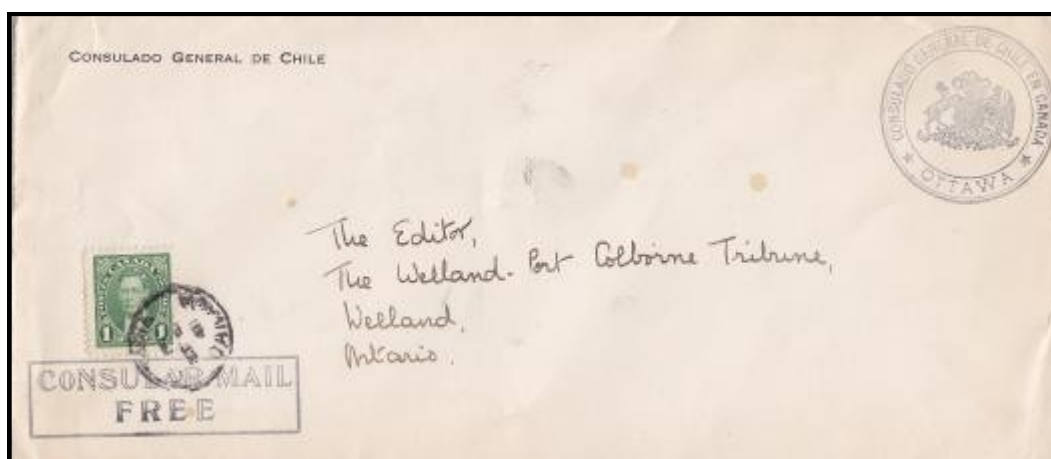
#### *Editor's Comment*

*With reference to the foregoing article, we would appreciate hearing about any scarce KG VI material you may have, in particularly 4¢ and 8¢ mufti covers with single usage, in period, paying a proper rate.*

### ► **Consular Mail Mystery**

The cover below was mailed on what looks like October, 1941 (CDS is rather blurry), from the Chilean consulate to the Editor of the Welland/Port Colborne Tribune. There are no receiving marks on the obverse.

The cover was sealed, and is clearly marked “Consular Mail Free”. I assume consular mail was free, so why has a 1¢ mufti been affixed to the envelope? Note: the CDS appears to have been applied over the “Consular Mail Free” marking. If you have an answer to this mystery, please let me know at [kwlemke@sympatico.ca](mailto:kwlemke@sympatico.ca) and I'll publish it in the next newsletter.





► A Favourite Cover by Mike Street O.T.B.



Above are the front and back scans of the first, and to date only, Peace Issue cover to anywhere in the Union of Soviet Socialist Republics (USSR) I've seen in 30+ years of collecting the postal history of the issue. I was fortunate to find it on eBay just last October. I have Peace Issue covers to all of the other "Iron Curtain" countries; some, like Czechoslovakia are amazingly common, others such as Bulgaria are hard to come by. Given the large amount of post World War II USSR postal stationery addressed to both Canada and the USA seen on eBay, I have always felt that Peace Issue covers from Canada to that huge country should not be hard to find, but that has not been the case.

Details of Cover: Mailed from SHERBROOKE/16/JUL 14/50/ P/Q. to Kharkov 2, Un. SSR. The Cyrillic text in the rectangular lozenge on the front of the cover means "International". The receivers on the back are from Kharkov Main Post Office on 6 August 1950 (right) and the Kharkov District 2 Post Office on 7 August 1950 (left).

Special thanks to Jean Walton and Nick Poppenk for their help with the translation of the Cyrillic postal markings.

This collection of “Mail Service Suspended” covers is one the largest I have ever seen. If you follow auctions and auction catalogues you do not see them very often and when one does come on the market they are hotly contested with aggressive bidding.

NOTE: We would like to prepare a census of “Mail Service Suspended” (MSS) covers. About a year ago a number of members sent me information regarding MSS covers they possessed. If you have a cover (or have seen one in an auction) of which you haven’t informed me, I would appreciate it if you would pass the information (and a scan if possible) along to me.

On page 40, **John Burnett OTB** introduces us to some scarce uses of the 4¢ mufti. It is John’s hope (and mine) that this article will stimulate members of the study group to share scarce covers with the study group. Covers that come to mind are single use of the 4¢ and 8¢ mufti’s, in period, paying the proper commercial rate.

A cover I would love to see is the 3 cent mufti, “cracked ear” variety on cover. Does one exist? I have personally examined thousands of covers in the hopes of finding one.

As you will read in John’s article, another reason for documenting the scarcity of some King George VI material is to alert the world and exhibit judges to the elusiveness of certain material.

Your editor has a cover (page 41) with which he needs some help. **Mike Street OTB** shares a favourite Peace Issue cover (page 42) to Russia.

Our web-master **Stephen Prest** updates us (page 12) on some changes that have been made to our web-site.

**Eldon Godfrey** provides an answer (page 13) to the question posed by **John Burnett OTB** on page 18 of Post and Mail Issue 25.

While preparing this issue of Post and Mail, it struck me that in my time as Editor, I do not recall any articles for the Peace Issue. I know we have members who collect the Peace Issue and I would ask you to consider contributing some articles.

Also, the pages of Post and Mail contain great feature articles, but we are missing shorter one to three page articles. If you have never submitted an article, a short article is a great place to start, and if you need help, just ask.

In closing, I hope you enjoy this issue and I look forward to seeing you at our study group meeting in the Herald Room (Hyatt Regency in Calgary). Meeting will be from 4—5 pm on Saturday, Sept 1, 2012.

## **Large Inventory of George VI material for sale**

**Gary Steele** has a large inventory of George VI material including plate blocks, coils, complete booklets, booklet panes, pre-cancels, pre-cancel plate blocks, varieties, imperf pairs, large die proofs, errors, used stamps, mis-perfs, large quantities of used per 1000 and covers.

NEW WAR ISSUE PLATE BLOCK INVENTORY — Additional inventory of approximately \$100,000 catalogue of 1 cent to \$1.00 War Issue plate blocks. If anyone is looking for that elusive position of one or more, e-mail me your WANT LIST anytime.

Check my ads ON EBAY under SPORTSTER with over 1500 items listed.

Gary can be reached by telephone at 902-864-3976 or e-mail at [gwsteele57@gmail.com](mailto:gwsteele57@gmail.com)



## ► Members' Wants

### For sale –KG VI plate blocks and Postal History

Described and scanned — available from my web-site at <http://www.donslau.com>

### KG VI Patriotic Covers

**Bill Verbruggen** is assembling a collection of KG VI Patriotic Covers for the purpose of studying the Postmarks used. He is interested in corresponding with study group members who can assist him with:

- \* Postmarks used during the KG VI era
- \* Cachets produced during the era.
- \* Any references pertaining to the above mentioned subject.

His e-mail address is [verbill@dccnet.com](mailto:verbill@dccnet.com)

### For Sale - George VI Plate Blocks, 35% off Cat.

Mufti Issue, War Issue, Peace Issue and Post Posters. Including many OHMS and G overprint. E-mail with want list to [gwsteele57@gmail.com](mailto:gwsteele57@gmail.com)

**Mufti Pre-cancels** Bruce Field is seeking any values of Mufti pre-cancel warning strips of 20. Bruce can be contacted by e-mail at [a.b.field@sympatico.ca](mailto:a.b.field@sympatico.ca)

**Peace Issue Rates and Destinations** Mike Street is looking for Peace Issue Stamps (Sc #s 268-273, C9, CE 3-4 and E11) on mail to China and the American Pacific (Hawaii, Guam, Samoa, Philippines) up to June 1952 but especially Sept 16-Nov 15/1946. Also Parcel post anywhere, legitimate paquebot and unusual foreign destinations, including Russia and components of the USSR from 1946 to June 1952.

**1937 3 cent Mufti Issue** Ken Lemke is looking for the following pre-cancel on the 3 cent mufti (Unitrade #233) # 4940 – Windsor. Varieties and errors of Unitrade #231, 232 and 233 are also sought. He is also seeking private perfins of Unitrade 231—236. He can be reached at [kwlemke@sympatico.ca](mailto:kwlemke@sympatico.ca)

**KGVI Period Articles or Want Lists** Your Editor is always looking for articles or images of special items from members for future Post & Mail Issues. Also this space is available for any member who wishes to place a Want Ad. Detailed want lists can be published on the Study Group web-site. Contact Ken for further info at snail mail or email address given on page 2 of Post & Mail.

### For Sale –George VI Booklets, 35% off Cat.

Large inventory of Mufti and War Issue Complete Booklets. E-mail with want list to [gwsteele57@gmail.com](mailto:gwsteele57@gmail.com) or write per address in George VI Newsletter (page 2)

**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](mailto:jennifer.jones45@btinternet.com)

### Covers Wanted

Eldon Godfrey is seeking "Mail Suspended Service" and "Foreign Exchange Control Board" covers. His e-mail address is [ecg@godfrey-godfrey.ca](mailto:ecg@godfrey-godfrey.ca)

**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 reached by email at [gwsteele57@gmail.com](mailto:gwsteele57@gmail.com)

### George VI Postes-Postage production materials

Peter Kritz is asking for members' help in locating any production materials for the George VI Postes-Postage or withdrawn issues including any press releases or correspondence they may have for these issues. He can be contacted by email at [pkritz@coldwellbankerpbr.com](mailto:pkritz@coldwellbankerpbr.com)

**1949 - 51 Postes-Postage** Greg Spring is looking for in period postal history items featuring the last Canada KGVI issues incl. overprints postally used to destinations outside of Canada and the US particularly, dated 1949 but no later than Feb 6, 1952 (the King's death). Greg can be contacted by email at [g.m.spring@asch.co.uk](mailto:g.m.spring@asch.co.uk).

## ► New Member

**We are pleased to welcome Harry Swanljung of Vaasa, Finland to our study group.**