



# KING GEORGE VI POST & MAIL

January - June 2007

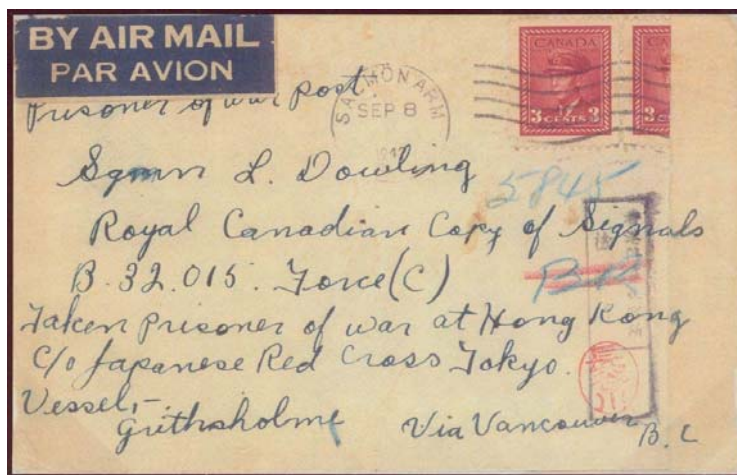
Issue 11

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## The Voyages of the MS Gripsholm - by John Burnett

Hugh Delaney's short story referencing the Royal Canadian Corps of Signals (RCCS) in Issue 10's Eclectic Covers article reminded me of an interesting and relatively scarce cover in my collection. The seemingly common air mail letter illustrated below was posted in Salmon Arm September 8, 1942 addressed to Signalman L. Dowling of the RCCS. What makes this cover unusual is its destination and travel route involving the "Mercy Ship" MS Gripsholm<sup>(1)</sup>.



With the outbreak of hostilities between the United States and Japan in early December 1941 and the subsequent fall of the British garrison in Hong Kong later that month, a number of non combatants from both sides were interned. Arrangements were made in the first half of 1942 for their safe return to their individual countries. Under the auspices of the International Red Cross, two ships were booked and sailed to meet at a neutral port to exchange these people. It was agreed that these ships could carry mail, Red Cross supplies and personal packages for prisoners of war which is where Signalman Dowling comes into the story.

(continued on Page 21)

## ► Chairman's Notes - by Gary Steele

How have you all been lately? We have had several new members with the main magnet being the King George VI Newsletter. Stephen has been hard at work putting this issue to bed and hopefully for another one soon after.

Other than the annual meeting at BNAPS conventions and regular emails between a few members it is hard to get a sense for what people are collecting lately, chasing on ebay or in auctions. I would like newsletter to be the conduit for members to discuss various aspects of their collections. This issue's cover story is a fine example of where one article can lead to another. If you would like me to mention something in the Chairman's Notes I would be happy to try and fit it in.

As in the past, several collections of varying material have been recently placed on the markets and hopefully some made its way into your hands. It however is increasingly hard to buy more than just individual items. Do not be afraid to ask other members or collectors if there is any interest in your material upon disposition. They would be very grateful for the opportunity to make an offer. On the other hand there is also the idea of getting your collecting interests out there so that others may have something you may be interested in. Doing articles on KGVI material is one of the best ways for doing this. I will be at the Royal and hope to meet a few members, please keep in touch.

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- *The Society for Canadian Philately.*

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**► EFO's & Varieties**

John Jameison's article on rare and unique items of the 1942 10¢ Parliament Building War Issue Stamp in Issue 10 of the Post & Mail provided an stunning example of a corner fold-over resulting in a mis-perforated plate block. That particular paper fold occurred very early in the production process with the result part of the lower right stamp image was printed on the reverse side of the of the paper.



The mis-perforated Plate Block No. 3 of the 1951 Royal Visit issue illustrated here is an example of a paper fold-over that occurred later in the production process. In this case, the horizontal perforations are normal while the vertical perforations at the right hand margins were affected as a result of the corner fold-over as indicated by the red arrow.

This configuration indicates that the paper fold-over probably occurred after the sheet had been perforated horizontally as the first step in the two step perforation process.

As always, your Editor would be most interested in receiving images of similar examples of fold-over mis-perforated blocks that other Study Group Members may have in their collections.

**► Editor's Desk**

This current Issue 11 of the Post & Mail features the fourth in Gary Steele's series of articles on postal history during the 1937-42 Mufti era. Gary's current article features Canadian mail forwarded to destinations in Central and South America and complements an earlier article by John Burnett that was published in Issue 6 of the Post & Mail.

The other feature article in Issue 10 is Gary Dickinson's paper summarizing his research into the 1937 Coronation Flag Cancellations of Canada. Gary's in-depth article brings together previously published material by BNAPS'er Ed Richardson and Study Group Member Doug Lingard plus new information not previously published - a must read for any collector interested in the 1937 Coronation issue.

This issue also features John Burnett's cover story about the Mercy Ship - the MS Gripsholm and an article by Hugh Delaney on First Flights from St. John's Newfoundland. We haven't had a lot of articles featuring Newfoundland material and Hugh's article poses a number of interesting questions one hopes Study Group Members with Newfoundland collecting interests might be able to answer.

Gary Dickinson has lent a hand with our general project to document philatelic references of the George VI period by authoring Part VIII of TOPICS Revisited in this issue.

Finally, as always, Study Group wishing to publish material in the Post and Mail should contact the Editor at their convenience.

**KING GEORGE VI POST & MAIL**

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## Postal History during the King George VI 1937 - 42 "Mufti" Era Part IV - Postage Rates to Central and South America

By Gary Steele

### Introduction

This article is the fourth in my series on Postal History items from the King George VI Mufti period. Thanks to John Burnett for starting off another chapter of postal rates and usages from the early King George VI period. Readers are encouraged to read John's article which appeared in Issue 6 of the Post & Mail (1) which contains a table showing Canada Post's rate structure for mail to Central and South America during the Mufti period.

Canadian surface mail rates to Central America and South America other than air mail were generally the same as domestic rates with a few minor variations for Newspaper and Sample rates. Air mail rates to South America in particular were considerably different to those applicable to other worldwide destinations.

With so many countries to cover and the changes in rates that occurred in late 1937, it is possible to build quite a varied collection of Canadian mail to Central and South American destinations. Below are a variety of relatively scarce items in my collection that complement those shown in John's article and document the ever increasing amount of correspondence from Canada to destinations of our southern neighbours during the early George VI period.

### Sample Rate (Surface Mail) to Colombia

An unusual remnant to a foreign destination is this Customs Declaration form 91B with a 5 cent Mufti affixed. While surface rates to North and South America destinations were the same as to destinations in Canada, "Sample" rates did differ. The Sample rate was 1¢ cent for each 2 oz. for destinations in Canada, the US, and Mexico but, for all other countries, 2¢ for the first 4 oz. and 1¢ for each 2 oz. thereafter during the Mufti period. Sample postal rates were restricted to items that were bona fide samples which were not of saleable value. Weight (max 1 lb.), size and other restrictions applied and any parcel not falling within these were to be sent at Parcel Post rates. If an article posted as a sample was determined to contravene the regulations, it was to be sent to the District Dead Letter Office.

The example below was posted by the Dr. A.W Chase Medicine Co. Limited in Oakville, Ontario on January 7, 1941 and addressed to the Columbia Sales Company in Barranquilla, Columbia. The Dr. A.W. Chase Medicine Co. produced patent medicines and published an annual medical almanac from the late 1800's into the 1950's. It would appear that this item was rated 5¢ in total; 2 cents for the first 4 oz. and then 1 cent for each additional 2 oz. thereafter up to a total weight maximum of up to 10 ounces. The customs declaration indicates a total weight of 1 lb and it is hard to say whether any additional postage was used. Also the 5¢ stamp appears to have been reapplied to the Customs Form after being cancelled prior to application. Nevertheless, the key here in terms of collecting interest is the foreign destination of an item forwarded at the sample postal rate. A difficult find indeed!

BRITISH AND FOREIGN PARCEL POST CUSTOMS DECLARATION			DATE STAMP
ADDRESS OF PARCEL Columbia Sales Company, S.A. BARRANQUILLA, Colombia, S.A.			
LIST OF CONTENTS SENDER MUST ITEMIZE EACH ARTICLE	NET WEIGHT LBS. OZ.	VALUE \$ CTS.	
Sample - Dr. Chase's Medicine - No commercial value - Not for resale.	1	50	FOR ONE OR EXCHANGE OFFICE BILL No. _____ ENTRY No. _____ No. RATES _____
DISPOSAL INSTRUCTIONS OF SENDER: If not deliverable as addressed dispose of this parcel as follows (score out instructions not intended)			
1. DELIVER TO (Fill in alternative if desired)			
2. ABANDON UNLESS SENDER'S RECEIPT IS RETURNED			
SIGNATURE AND ADDRESS OF SENDER		ARE GIVEN PARCEL WILL BE EXPENSE	
		DR. A. W. CHASE MEDICINE CO. OAKVILLE, ONT.	
91B-1,200,000-12-0-39			

*A commercial sample posted January 7, 1941 from Oakville, Ontario to Barranquilla, Columbia franked a 1937 5¢ "Mufti" to pay the sample postal rate for a sample weighing up to 10 oz. to Columbia*



## ... Mufti Era Postage Rates to Central & South America

by Gary Steele

### Air Mail Letter to Costa Rica

The first class censored letter pictured below was mailed in Glace Bay, Nova Scotia November 4, 1942 to a correspondent in San Jose, Costa Rica and illustrates the single 10 cent per ¼ ounce air mail rate that came into effect December 15, 1937 and continued throughout the rest of the period. Although there are no post marks to indicate transit routes, Miami is probably best bet continuing through either Honduras or Cuba via Pan American Airways F.A.M.5.



*Airmail letter mailed November 4, 1942 from Glace Bay, Nova Scotia to San Jose, Costa Rica  
franked with two 1937 5¢ Mufti stamps to pay the 10¢ ¼ oz. first class airmail rate to destinations in Central America*

### Triple Rate Air Mail Letter to Nicaragua

Similar to the Costa Rica cover above, the cover below was forwarded by air mail to Nicaragua. The cover is franked with a 10¢ “Memorial Chamber” and a 20¢ “Fort Garry” 1938 Pictorial to pay triple the 10 cent per ¼ ounce rate for an airmail letter weighing up to ¾ of an ounce sent to a Central American destination. This item shows the transit time as Toronto September 25, 1939, then hand stamped Correo Aereo 28 SEPT, 1939 Managua, Nicaragua, C.A. (on reverse) then hand stamped again 2 - OCT. 1939 on the front which one could presume was the date the letter was sent from Managua to Suina in northeastern Nicaragua. A small imprint on the top left #741 may be an early censor marking due to the start of the war.



*Airmail letter mailed September 25, 1939 from Toronto, Ontario to Suina, Nicaragua  
franked with 30¢ in postage to pay the “Triple Rate” of 10¢ per ¼ oz. that came into effect December 15, 1937  
for first class airmail letters to destinations in Central America*

## ... Mufti Era Postage Rates to Central &amp; South America

by Gary Steele

Air Mail Letter to Cuba

Airmail letter rates to destinations in the Caribbean were the same as those applicable to Central America during the 1937 to 1942 period. This letter was mailed October 17, 1942 in Montreal to the US Naval Operating Base in Guantanamo Bay in Cuba. Back stamps indicates the letter arrived in Cuba October 27, 1942. The letter bears a censor tape and features the late use of a 1938 10¢ Memorial Chamber stamp which paid the 10 cent first ¼ ounce airmail rate to Cuba via Miami.



*Airmail letter mailed October 17, 1942 from Montreal, Quebec to Guantanamo Bay, Cuba franked with a 1938 10¢ “Memorial Chamber” stamp to pay the 10¢ per ¼ oz. airmail rate to destinations in the Caribbean*

Air Mail (overweight) Letter to Haiti

Pictured below is letter bearing both Canadian and Haitian censor tapes. This overweight letter must have weighed about four ounces as it was franked with \$1.60 in postage which paid 16 times the 10 cent per ¼ ounce air mail rate to Haiti. Mailed from Saint John, N.B. September 18, 1942 to Port-au-Prince, back-stamped as being received in Haiti September 24, 1942 the cover features a nice mix of late use of three 1938 Pictorials and the 4¢ “Grain Elevator” from the 1942 War Issue. Although there were four flights a week outgoing from the U.S.A., Saturday, Wednesday, Thursday and Friday to the British West Indies and onward, it is hard to say how many planes actually stopped in Haiti on their way to their final destinations in the Caribbean and South America.



*Airmail letter mailed September 18, 1938 from Saint John, New Brunswick to Port-au-Prince, Haiti franked with the 1938 \$1.00 “Chateau de Ramezay”, 50¢ “Vancouver Harbour”, 6¢ Airmail and 1942 4¢ “Grain Elevator” stamps to pay sixteen times the 10¢ per ¼ oz. first class airmail rate to destinations in the Caribbean*



## ... Mufti Era Postage Rates to Central & South America

by Gary Steele

### Registered First Class Air Mail (overweight) letter to Colombia

The airmail rate for destinations to northern tier countries in South America became 25¢ per ¼ oz. in December 1937. Post-marked August 12, 1938 at the Adelaide Street Station PO, this item features an early use of a pair of the \$1.00 Chateau de Ramsay stamps less than two months after issue. These were used in conjunction with the 10¢ and 20¢ 1935 Pictorial issue stamps and a 5¢ 1937 Mufti to make up the rate of \$2.35 which paid 9 times the 25 cent per ¼ oz. rate plus the 10 cent registration fee.

The shortest transit route is via Pan American Airways F.A.M. 5 through Miami, Fla. on Aug. 13, 1938 and back-stamps indicate this registered letter was received in Barranquilla, Columbia on Aug. 16, 1938, a total time of four days from Toronto before being sent on to Barrancabermeja in central Columbia.



*Registered Airmail letter mailed August 12, 1938 from the Adelaide St. Stn. Toronto to Barrancabermeja, Colombia franked with a 1935 10¢ "Mountie", a 1935 20¢ "Niagara Falls" Pictorial stamps and a 1937 5¢ Mufti to pay the 10¢ registration fee and nine times the 25¢ per ¼ oz. first class airmail rate to Colombia*

### Triple Rate Air Mail Letter to Brazil

Rates for letters sent by air mail to destinations in central and southern South American countries at 35 cents per ¼ ounce were higher than the rate to northern tier countries like Colombia and Venezuela which, as noted earlier, were 25 cents per ¼ ounce. The 35 cents per ¼ ounce rate came into effect on December 15, 1937. This new rate represented a refinement to the rate of 70 cents per ½ ounce rate that was in effect at the start of the King George VI reign up until mid December 1937.

The letter illustrate overleaf was posted in Montreal on October 1, 1940 and received on October 6, 1940 in Brazil before being sent along to the Bank of London & South America in Rio de Janeiro. The letter is franked with a 1938 \$1.00 "Chateau de Ramezay" and a 5¢ to make up \$1.05 cents to pay the ruling triple ¼ ounce airmail rate to Brazil.

Note the **Foreign Exchange Control Board** initialled handstamp applied by the Bank of Montreal. Not long after World War II broke out Canada imposed Foreign Exchange controls. This was done to maintain exchange stability and to conserve exchange resources. Envelopes from Canadian banks can often be seen with FECB handstamps and initials showing that they had been checked and were in compliance with FECB regulations. These controls were abolished in 1951.

**... Mufti Era Postage Rates to Central & South America**

*by Gary Steele*

**Triple Rate Air Mail Letter to Brazil (cont'd)**



*Airmail letter mailed October 1, 1940 from Montreal, Quebec to Rio de Janeiro, Brazil franked with 1938 \$1.00 "Chateau de Ramezay" and a 1937 5¢ Mufti to pay the "Triple Rate" of 35¢ per ¼ oz. that came into effect December 15, 1937 for first class airmail letters to destinations in Brazil*

**Registered First Class Air Mail (overweight) letter to Argentina**

Air mail letter rates to Argentina were the same as those to Brazil. Mailed from Montreal on January 8, 1942 to a correspondent in Buenos Aires, a margin block of six of the \$1.00 Chateau de Ramezay helps to pay the \$8.15 postage for this Commercial Correspondence envelope. The envelope must have weighed between 5½ and 5¾ ounces thus requiring a fee of 23 times 35 cents per ¼ oz., i.e. \$8.05 plus the 10 cent registration fee. Clearly time was of the essence for the sender for, if sent at the Commercial Paper rate the item would have been sent via surface mail and have taken much longer to arrive in Buenos Aires.



*Commercial Correspondence sent by registered airmail January 8, 1942 from Montreal, Quebec to Buenos Aires, Argentina franked with seven 1938 10¢ "Chateau de Ramezay", two 1938 50¢ "Vancouver Harbour" and three 1937 5¢ Mufti stamps to pay the 10¢ registration fee and twenty-three times the 35¢ per ¼ oz. first class airmail rate to Argentina*



**... Mufti Era Postage Rates to Central & South America**

*by Gary Steele*

**Double Rate Air Mail Letter to Bolivia**

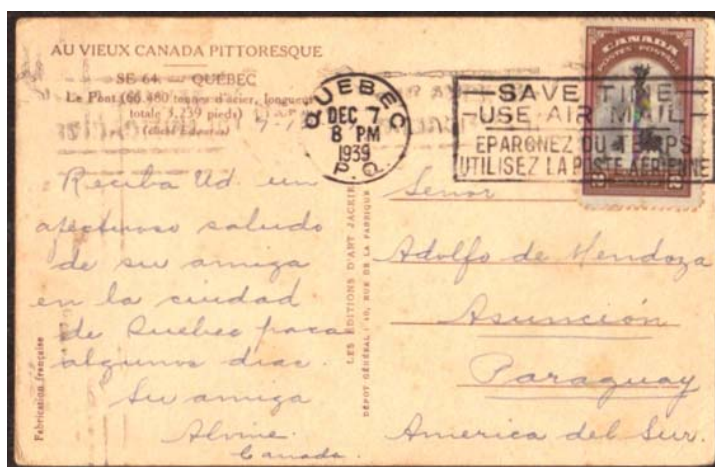
Located in south-central South America, the airmail rate for letters to Bolivia was 35 cents per ¼ ounce. Mailed in Toronto on November 7, 1940, a 20 cent Fort Garry and 50 cent Vancouver Harbour make up the most efficient payment for the 70 cents double rate for an air mail letter weighing up to ½ ounce. The back stamp on this envelope is indistinct and so it is not possible to determine the reception date in La Paz, Brazil other than 1940.



*Airmail letter posted November 7, 1940 from Toronto, Ontario to La Paz, Bolivia franked with a 1938 "Fort Garry and 1938 "Vancouver Harbour stamp to pay the "Double Rate" of 35¢ per ¼ oz. for airmail letters to Bolivia and other destinations in south-central South America*

**First Class (Surface Mail) to Paraguay**

Post cards to South America are uncommon in general and a properly rated one even harder to find as the rate for post cards to most European countries was 3 cents while postcards to South America were charged 2 cents each. Mailed from Quebec City, Quebec on December 7, 1939 to Asuncion, Paraguay where it was received on January 6, 1940 (hand stamp on picture side of post card) for a 31 day trip.



*Postcard mailed December 7, 1939 from Quebec City, Quebec to Asuncion, Paraguay franked with a 1939 2¢ 1939 "War Memorial" Royal Visit stamp to pay the 2¢ postcard rate to destinations in South America*



## ... Mufti Era Postage Rates to Central & South America

by Gary Steele

### First Class (Surface Mail) Letter to Uruguay

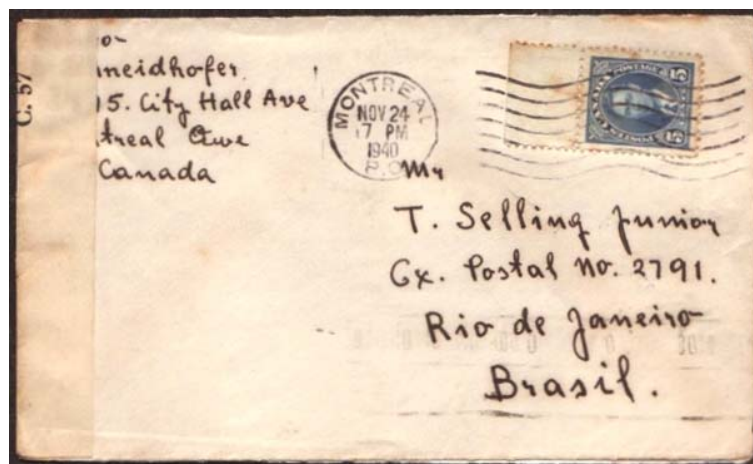
Uruguay is a similarly small country destination as Paraguay south of Brazil. A Canadian Red Cross cover was mailed on January 27, 1942 to be received much later than the foregoing post card to Paraguay, being received on March 16, 1942. Note at this time during war the cover was examined by Censor C. 9.



*First class letter mailed January 27, 1942 from Montreal, Quebec to Montevideo, Uruguay franked with a 1937 3¢ Mufti stamp the First Class (Surface Mail) letter rate to destinations in South America*

### “Double Rate” First Class (Surface Mail) Letter to Brazil

Overweight surface mail to foreign destinations such as the double rated letter illustrated below is many times scarcer than overweight air mail letters items as the weight increments are based on full ounces rather than a quarter or half ounce in the case of air-mail letters. We have here an uncommon usage for South America of the 5 cent Mufti stamp paying 3 cents for the first ounce and 2 cents for up to the second ounce. Mailed from Montreal on November 24, 1940 and examined by Canadian Censor C. 57, transit time to arrival December 12, 1940 in Rio de Janeiro, Brazil was nineteen days.



*First class letter mailed November 24, 1940 from Montreal, Quebec to Rio de Janeiro, Brazil franked with a 1937 5¢ Mufti stamp to pay the up to 2 oz. letter rate to destinations in South America*

## The 1937 Coronation Flag Cancellations of Canada

By Gary Dickinson

### Introduction

The flag cancellations of Canada are an interesting and varied sub-specialty of postal markings that have engaged students of philately for many decades. Of particular interest are the Coronation flag cancellations of 1937 which appeared on covers from 22 cities across the country for a brief period before and after King George VI's Coronation on Wednesday May 12, 1937. This article reviews the earlier studies of these cancellations, describes the significant variations among the flag cancels, presents a more comprehensive checklist of 1937 Coronation flags than has been done previously, and shows what may be an earlier use of this cancellation than has been reported in the past.

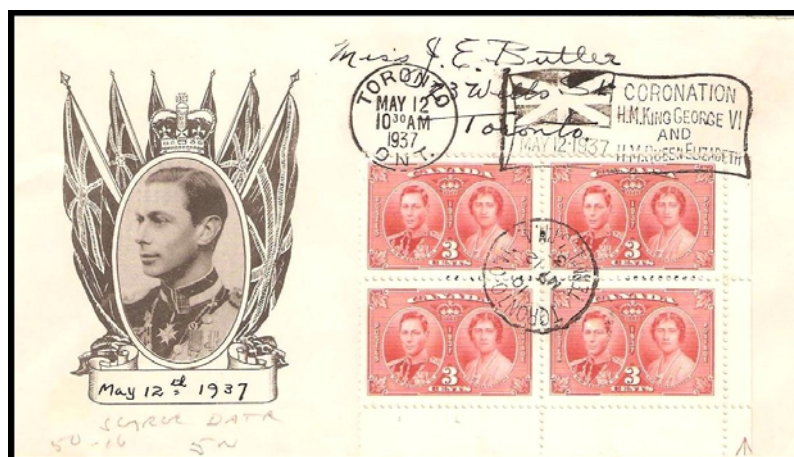


Figure 1. Letter posted in Toronto on Coronation Day May 12, 1937 featuring the Toronto Die II Coronation Flag Cancellation

### Previous Research

Flag cancellations first caught the attention of such philatelic writers as R. A. Odell, who wrote a series of articles that appeared in the periodical *Popular Stamps* in 1941-42. Those articles later served as the basis for a handbook published in two editions by A. L. McCready in 1945 and 1956<sup>(1)</sup>.

Ed Richardson took on the task of preparing a new handbook of flag cancellations in 1960, and he began by publishing a series of thirteen articles in *BNA Topics*. A brief note from Richardson in the April, 1960 issue<sup>(2)</sup> specifically requested assistance from BNAPS members in identifying flag cancellations on 1937 covers, and asked for lists of towns and dates to be forwarded to him. Twenty collectors responded. The resultant article appeared in the September, 1960 issue<sup>(3)</sup> and included three listings for the bilingual cancellation used only in the province of Quebec and 22 for the other provinces, including four listed as "deleted" (Kingston, Lethbridge, Medicine Hat, Moose Jaw) and one as "needs confirmation" (Moncton). These cities, which had originally been listed by McCready, did not appear again on future lists of 1937 flag cancellations. It seemed at that point that the cancellations for Fort William, North Battleford, and Port Arthur had been used only on the first day of issue (May 10) but that the period of use at other locations was from May 10 to May 15.

Richardson's research culminated with the publication of his flag cancellation handbook in 1973<sup>(4)</sup>. One chapter of this was devoted to the Coronation flags of 1937. There remained the same three listings for the bilingual cancellation (Richardson's Type 51) used only in Quebec, including two dies of the Montreal flag and one for Quebec City. Twenty-three hub and die varieties of the English-only cancellation (Richardson's Type 50) were identified for the rest of the country, including two different date hubs for Regina offices (counted as two locations) and two different flag dies for each of Toronto and Winnipeg (counted as one location for each city). The period of use was extended to May 16 for one town, Windsor, with the discovery of a cover cancelled there on that date. Some two years later, Richardson reported in March 1975<sup>(5)</sup> that two additional towns, Halifax and New Westminster, had joined the list of May 16 cancellations.

## ... The 1937 Coronation Flag Cancellations of Canada

by Gary Dickinson

### Previous Research (cont'd)

Doug Lingard filled in a number of gaps in the table of towns and dates of use for the Coronation flag cancellations with his update article in 1986<sup>(6)</sup>. At that time he reported that all of the listed locations had flag cancellations recorded for all days between May 10 and May 15 except for Regina Terminal A which apparently was used only on May 10. No additional locations had been reported since Richardson's handbook had been published, however, Lingard did extend the dates of usage by one day as will be described later.

The total of 23 post offices identified as having used the Coronation flag cancels in May 1937 were confirmed again by Coutts in his listing in 2002<sup>(7)</sup>, and he assigned catalogue values to each ranging from \$6.00 (Toronto) to \$30.00 (North Battleford). In Coutts' catalogue, the flag cancellations were treated as a sub-type of slogan cancellations. The unilingual English version of the flag cancel was classified as C-1710 and the bilingual French-English version as C-1711, but the Richardson numbers were maintained for the cities. More recently, Glenn Estus created a website with a list of towns, dates, and times of day for the 1937 Coronation flag cancellations<sup>(8)</sup>. This has been the most detailed listing of those cancellations to date.

### The Basic Designs

The design of the 1937 Coronation flag cancellation was based on the Diamond Jubilee of Confederation flag cancel used in 1927. (See Figure 2) Both featured a Union Jack in the upper left corner and the flags were similar in outline and mounting, but the texts were, of course, completely different to reflect the different events being commemorated.

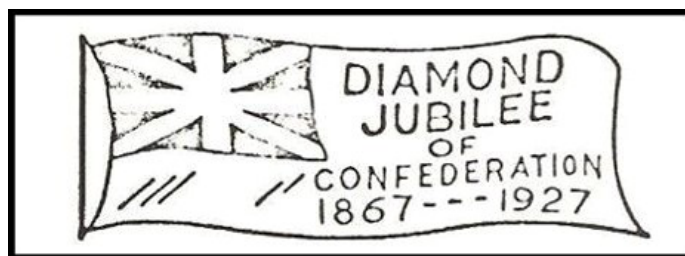


Figure 2. The 1927 Diamond Jubilee of Confederation Flag Cancellation  
(Source: Richardson 1973, p 58<sup>(4)</sup>)

The unilingual English version (Figure 3) of the 1937 flag read, "CORONATION/ H.M. KING GEORGE VI/ AND/ H.M. QUEEN ELIZABETH," with the date "MAY 12-1937" appearing under the Union Jack. The bilingual English/French version (Figure 4) read, "CORONATION/ COURONNEMENT/ H.M. GEORGE VI/ S.M. ELIZABETH," while the date appeared on two lines beneath the Union Jack, "MAY 12-MAI/ 1937." All types and varieties were Perfect machine dies.



Figures 3 & 4. The Unilingual English and Bilingual French-English versions of the 1937 Coronation Flag Cancel  
(Richardson Type 50 & 51 respectively<sup>(4)</sup>)



... The 1937 Coronation Flag Cancellations of Canada

by Gary Dickinson

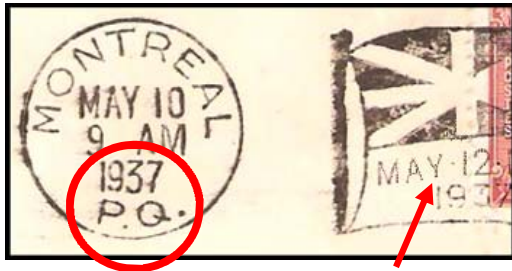
Identification of Varieties

The only reported major variation in dater hubs for the Coronation cancellation occurred in Regina while Montreal, Toronto, and Winnipeg had two different dies used for the flag portion of the cancel. It would also appear that two different dater hubs were used in London, Ontario which appear to have been unreported in earlier studies.

Richardson (1973) used five differences in details to distinguish the two flag dies for each of the pair of dies used in Montreal, Toronto and Winnipeg respectively, but only two of the more significant points are noted here for these pairs.

Montreal Flag Dies

The clearest difference between the two Montreal cancellations is found on the dater hub in the gap between the "P." and the "Q." in "P. Q." On Die I the spacing is quite narrow while Die II has wider spacing. This distinction is readily observable on most covers as the dater hub is usually to the left of the franking whereas the flag portion is usually on the stamp and more difficult to see clearly. Another variation is observable in the placement of the "Y" in "MAY". On Die I, the right fork of the "Y" is slightly to the left of the left line in the vertical bar on the Union Jack. On Die II, the right fork of the "Y" is directly below the left line in the vertical bar.



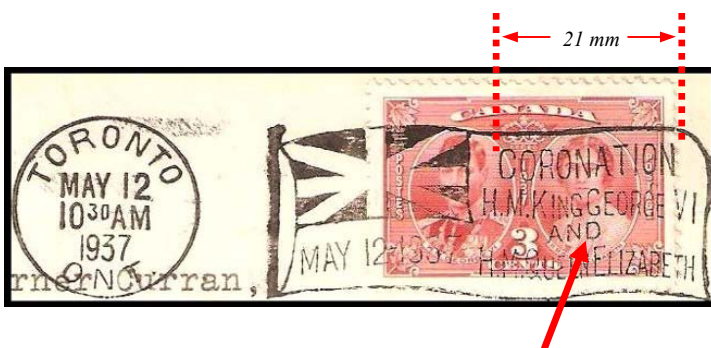
Montreal Die I



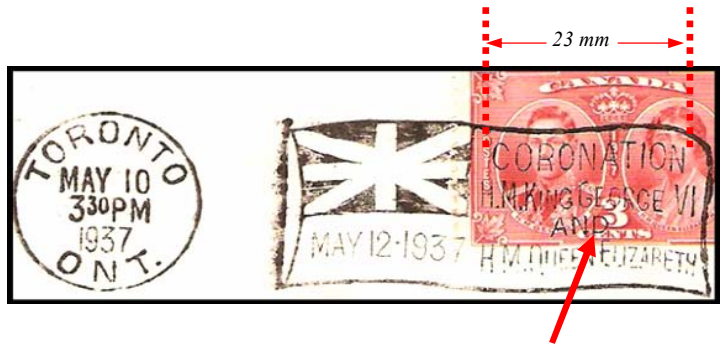
Montreal Die II

Toronto Flag Dies

The most readily distinguishable difference between the two Toronto dies is that the word "CORONATION" is 21 mm. long on Die I but 23 mm. on Die II. A second feature is that the "D" in "AND" is under the "G" in "GEORGE" on Die I, while in Die II the "D" is under the first "E" in "GEORGE." In other words, the "AND" is shifted farther to the right on Die II than on Die I.



Toronto Die I



Toronto Die II

... The 1937 Coronation Flag Cancellations of Canada

by Gary Dickinson

Identification of Varieties (cont'd)

Winnipeg Flag Dies

The most noticeable difference between the two Winnipeg dies is that the "12" in the date is directly below the vertical bar of the Union Jack on Die I while the "12" is slightly to the left of the vertical bar on Die II. Another distinction is that the "AND" is more to the right on Die I than Die II.



Winnipeg Die I



Winnipeg Die II

Regina Dater Hubs

The difference between the two Regina hubs is easy to identify. Hub Variety No. 1 has "REGINA" at the top of the postmark circle and "SASK." at the bottom. Hub Variety No. 2 has "REGINA, SASK." at the top of the circle and "TERMINAL A" at the bottom. The flag dies are the same.



Regina Hub Variety I



Regina Hub Variety II

London Dater Hubs

As was noted earlier, two different dater hubs have been reported in the past for Regina and Montreal. A review of several London, Ontario flag cancellations has revealed that there were also two different dater hubs in use there. As illustrated below, Hub Variety I has the word "LONDON" wrapped around the circumference of the circle to the point where it begins and ends just above the time line, 8 AM. Hub Variety II, "LONDON" begins and ends at the top of the date line, or May 10. This difference occurs because the letters in the city name are about 1 mm. farther apart in the first variety than in the second. The only uses of Hub Variety I identified are six examples dated May 10 at 8 A.M..



London Hub Variety I



London Hub Variety II

## ... The 1937 Coronation Flag Cancellations of Canada

by Gary Dickinson

### Dates & Times of Use

As was noted earlier, previous studies of the Coronation flag cancellation have only reported dates of usage for towns. Table 1 of this current study lists all cancellations known to the author by date and time.

The towns are listed alphabetically, with the type numbers assigned by Richardson (1973) shown. The most commonly reported date is Monday, May 10 which was the official day of issue of the 3¢ Coronation stamp while the least frequently reported is Monday, May 17, with one report, and Sunday, May 16 with three. Overall, P.M. cancellations outnumber A.M. cancels by more than two to one.

This article is the first report of a possible May 9 usage of the Coronation flag cancellation, and the cover showing it is illustrated below in Figure 5, with a close-up of the flag cancellation in Figure 6. It is a FDC showing a portrait of King George VI, Queen Elizabeth, and Princess Elizabeth and is lightly addressed in pencil to Mrs. James Allan in Hamilton. There are three Hamilton CDS cancellations dated May 10 tying all of the stamps to the cover except the 3¢ Coronation stamp. The flag cancellation ties five stamps including the 3¢ Coronation to the cover and appears to be dated May 9 at 6 PM which would be the earliest known use of a Coronation flag cancellation. Unfortunately the impression of the 9 in the May 9 postmark is quite indistinct and would require confirmation from other covers to be taken as definitive.



Figures 5. Combination Cover franked with one each of the 1 to 8¢ 1937 Mufti definitives and the 1937 3¢ Coronation stamp tied with two Hamilton, Ontario CDS dated May 10, 1937 and the Hamilton Coronation Flag Cancel possibly dated May 9, 1937



Figure 6. Hamilton May 9, 1937 Coronation Flag Cancellation Postmark (enlarged 2.5 times)

The latest known usage of a Coronation flag cancellation is the example reported by Lingard (1986) and shown in Figure 7. It bears a cachet with a likeness of King George VI, and a message commemorating his Coronation on May 12. Lingard referred to it as a “rather strange” cover with an Ottawa flag cancellation for May 17, which apparently had been the result of a late FDC request to the Post Office from an Australian collector. Lingard speculated that “...the Post Office reinserted the Coronation die but did not change the dater hub....” .



## ... The 1937 Coronation Flag Cancellations of Canada

by Gary Dickinson

Dates & Times of Use (cont'd)

Although Lingard did report that "...other than Regina Terminal A which appears to have used it only on May 10, all locations used these cancels each day between May 10 and May 15" (Lingard, p. 32), the data collected for this study in fact indicate that the Regina Terminal A flag cancel was used every day and it was the Regina cancel that was used only as a day of issue cancellation. This latter conclusion supports that of Richardson (1973).

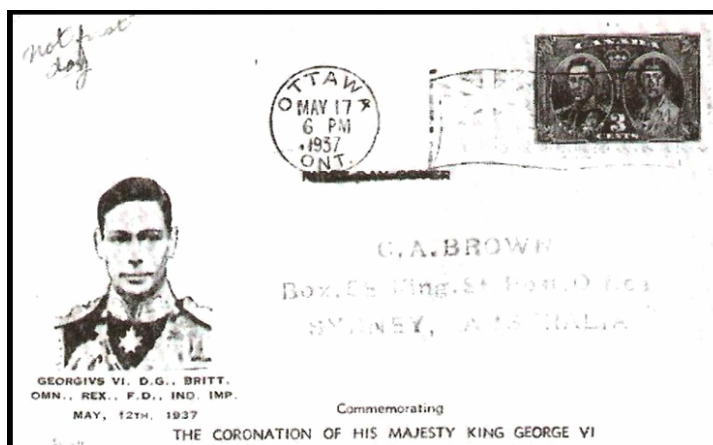


Figure 7. Cover showing latest known usage of the 1937 Coronation Flag Cancellation (Source Lingard<sup>(6)</sup>)

Conclusions

The Canadian Coronation flag cancellations of 1937 were in use for one week in 22 cities across the country. Two different types of the flag were used, one in English and one bilingual French and English, two different flag dies were used at Montreal, Toronto, and Winnipeg, and two different offices had different dater hubs at Regina, Montreal and London. All of these variations made for an unusual level of complexity in such a short-lived cancellation.

Of the 26 different types and varieties of flag cancellation reported, all but one were used every day from May 10 to May 15. The Regina flag was used only on May 10. One possible cancellation (Hamilton) was reported for May 9, one (Ottawa) is known for May 17, and three (Halifax, New Westminster, Windsor) for May 16, so the Coronation flag cancellation had a well demarcated period of use.

The Canadian Coronation flag cancellations of 1937 have been the subject of periodic study by philatelists since they first appeared, and continue to provide an ample source of interest, challenge, and variety for the collector. I would welcome information about additional dates and times of use of the 1937 flag cancellations, preferably via e-mail to: [gandbdickinson@shaw.ca](mailto:gandbdickinson@shaw.ca). Of particular interest would be any Coronation flags that would confirm the May 9 Hamilton usage.

References

- (1) McCready, A. L. "Canadian Flag Cancellations." Privately published, 1945 (1<sup>st</sup> edition) and 1956 (2<sup>nd</sup> edition, 20 pp.)
- (2) Richardson, Ed. "Help Wanted on 1937 Coronation Flag Cancels." *BNA Topics*, Vol. 17, No. 4 (April, 1960), p.88.
- (3) Richardson, Ed. "New Notes on Canadian Flag Cancellations." *BNA Topics*, Vol. 17, No. 8 (September, 1960), pp. 199-200.
- (4) Richardson, Ed. *The Canadian Flag Cancellation Handbook 1896-1973*. Toronto: BNAPS, 1973, pp. 61-64.
- (5) Richardson, Ed. "Flag Cancellations - Something New Always Keeps Turning Up!" *BNA Topics*, Vol. 32, No. 3 (March, 1975), pp. 60-61.
- (6) Lingard, Doug. "Canadian Flag Cancellations 1927-1937." *BNA Topics*, Vol. 43, No. 2 (March-April, 1986), pp. 30-33.
- (7) Coutts, Cecil C. *Slogan Postmarks of Canada: Catalogue and Guidebook*. Abbotsford, Cecil B. Coutts, 2002 (2<sup>nd</sup> Edition), p. 48.
- (8) Estus, Glenn A. *Canada 1937 Coronation Flags*. Website at <http://users.westelcom.com/gestus/corno37/Corn37.html>

**KING GEORGE VI POST & MAIL**

**Table 1 - Checklist of 1937 Coronation Flag Cancellations**

<u>City</u> <u>No<sup>(1)</sup></u>			<u>Date &amp; Time Indicia - May 1937</u>						<u>Comment</u>
			<u>10</u>	<u>11</u>	<u>12</u>	<u>13</u>	<u>14</u>	<u>15</u>	
Calgary	50-1	A.M.	1	—	1	—	●	●	
		P.M.	5, 11	6	12:30	7			
Charlottetown	50-2	A.M.	11	●	●	●	●	●	
		P.M.	3						
Edmonton	50-3	A.M.	10	●	●	●	●	●	
		P.M.	2						
Fort William	50-4	A.M.	10	●	●	●	●	●	
		P.M.	12:30, 5:30						
Fredericton	50-5	A.M.	10	●	●	●	●	●	
		P.M.	1, 4, 5						
Halifax	50-6	A.M.	9:30	●	9:30	●	●	●	Cancel reported for May 16 - time unknown
		P.M.	12:30, 1:30, 3:30, 9:30, 11:30		—				
Hamilton	50-7	A.M.	7:30, 9	—	9	—	●	—	Possible May 9, 1937 cancel identified
		P.M.	1:30, 3, 5, 5:30, 6	6	—	12		2	
London Hub I	50-8	A.M.	8	—	—	—	—	—	Possible May 10 use only
		P.M.	—						
London Hub II		A.M.	11	●	—	●	●	●	
		P.M.	12:30, 4, 6		11:30				
Montreal Die 1	51-1	A.M.	9	—	11	—	●	●	
		P.M.	2, 3, 6, 9, 12:30	6	1	4, 10			
Montreal Die II	51-1A	A.M.	9	●	—	●	●	—	
		P.M.	12:30, 4, 5:30, 11:30		3, 6			1:30, 7	
New Westminister	50-9	A.M.	—	●	●	●	●	●	Cancel reported for May 16 - time unknown
		P.M.	1, 6, 8						
North Battleford	50-10	A.M.	●	—	●	●	●	●	
		P.M.		1					
Ottawa	50-11	A.M.	10, 12	●	10	12	—	●	Cancel confirmed for May 17 @ 6 P.M.
		P.M.	4, 5, 6, 7, 8, 9, 12		2, 8	—	7		

Legend: ● Dates where Flag Cancellation have been reported but Dater times not known

Table 1 - Checklist of 1937 Coronation Flag Cancellations

City	No <sup>(1)</sup>		Date & Time Indicia in May 1937						Comment
			10	11	12	13	14	15	
Port Arthur	50-12	A.M.	11	●	●	●	●	●	
		P.M.	—						
Quebec	51-2	A.M.	8	●	●	●	—	●	
		P.M.	7				7		
Regina	50-13	A.M.	10	—	—	—	—	—	Cancel reported for May 10 only
		P.M.	1, 2						
Regina Terminal A	50-13A	A.M.	—	—	—	—	9	—	
		P.M.	3:30, 5:30, 7	5:30	5:30, 9	5:30	5:30	2:30	
Saskatoon	50-14	A.M.	9:30, 11:30	—	6, 8:30, 10	9:30	—	—	
		P.M.	2, 9:30	6, 8	9	—	4, 8	2:30	
Saint John	50-15	A.M.	9, 11:30	●	11:30	●	●	●	
		P.M.	3:30, 6		—				
Toronto Die I	50-16	A.M.	9:30, 10:30	—	10:30	—	●	—	
		P.M.	3:30, 5:30, 8:30	8:30, 11:30	—			11:30	
Toronto Die II	50-16A	A.M.	—	5:30	9:30, 10:30	●	—	●	
		P.M.	3:30, 4:30, 5:30, 6:30, 7:30, 8:30, 11:30	8:30	—		3:30		
Vancouver	50-17	A.M.	10, 11, 12	11:30	9	—	●	●	
		P.M.	1, 3, 4, 5, 6, 7, 10	12:30	—	1			
Victoria	51-18	A.M.	8, 10	●	●	●	●	●	
		P.M.	1, 4, 11						
Windsor	50-19	A.M.	10:30	●	●	●	—	—	Cancel reported for May 16 - time unknown
		P.M.	2:30				4:30	2:30	
Winnipeg Die I	50-10	A.M.	2, 10:30	●	8	—	●	2	
		P.M.	1:30, 4		—	8		—	
Winnipeg Die II	50-11	A.M.	2, 6, 10:30	●	2	●	●	●	
		P.M.	4, 5:30, 10		1				

Legend: ● Dates where Flag Cancellation have been reported but Dater times not known



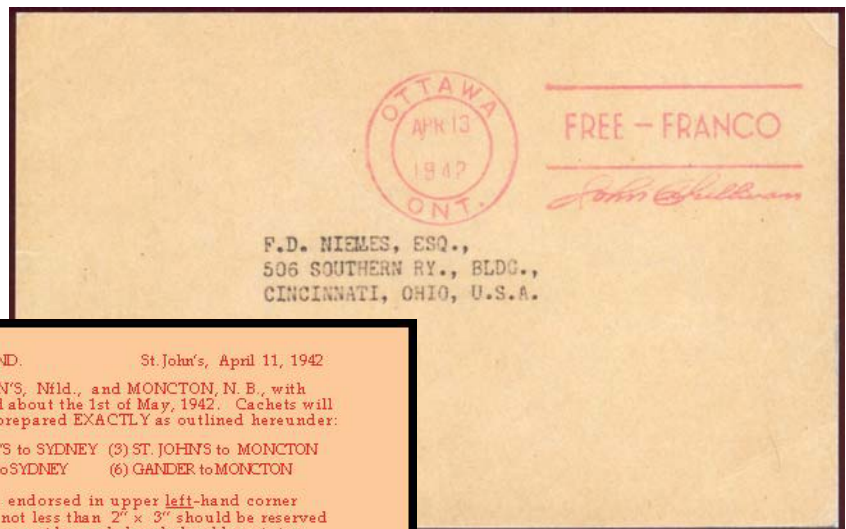
## First Flight from St. John's, Newfoundland to Moncton, N.B.

by *Hugh Delaney*

While Lester's Field, St John's Newfoundland is world famous as the departure point for the first non-stop Trans-Atlantic flight of Alcock and Brown in their modified Vimy IV on June 14, 1919, the aerodrome facilities in St. John's were unsuitable for larger military or commercial aircraft. In late 1940, Canada, Great Britain and Newfoundland agreed that a new aerodrome be constructed at Torbay, some 10 km. north of St. John's. On 18 October 1941, three American B-17 Flying Fortress and one RCAF Digby made the first unofficial landings on the only serviceable runway available. Later that month a British Overseas Airways Corporation B-24 Liberator en route from Prestwick, Scotland, to Gander, made the first officially sanctioned landing during a weather emergency.

Early in 1942, Newfoundland agreed Torbay could be used for commercial flights. The first commercial air service occurred on May 1, 1942 with the arrival at Torbay of a Trans-Canada Air Lines Lockheed Lodestar aircraft bearing five passengers and a three-member crew on board.

As was typical in these circumstances, the Newfoundland Post Office made arrangements to advise philatelists and other interested parties that regular air mail service was expected to be inaugurated between St. John's and Moncton N.B, with stops at Gander, Nfld and Sydney, N.S. on or about May 1, 1942. The pre-printed postcard illustrated below from the Department of Posts and Telegraphs, Newfoundland was dated April 11, 1942 and mailed from Ottawa as Free Mail Matter on April 13th under the signature of Mr. John A. Sullivan, Deputy Postmaster General of the Canadian Post Office. The reverse of this postcard contained pertinent information for philatelists who might wish to arrange for First Flight Cover cancellations from the two Newfoundland departure points, St. John's and Gander. Postage rates for delivery to addresses in Canada and the U.S.A. were noted as 9¢ for the first ounce, 7¢ for each additional ounce thereafter. No mention is made of the rates to other destinations.



DEPARTMENT OF POSTS AND TELEGRAPHS, NEWFOUNDLAND. St. John's, April 11, 1942

It is expected that regular air mail service between ST. JOHN'S, Nfld., and MONCTON, N. B., with stops at GANDER, Nfld., and SYDNEY, N.S., will be inaugurated about the 1st of May, 1942. Cachets will be applied to covers conveyed on the first official flight when prepared EXACTLY as outlined hereunder:

**CACHETS AVAILABLE:** (1) ST. JOHN'S to GANDER (2) ST. JOHN'S to SYDNEY (3) ST. JOHN'S to MONCTON  
(4) GANDER to ST. JOHN'S (5) GANDER to SYDNEY (6) GANDER to MONCTON

**COVERS** should be addressed fully as for ordinary letters, endorsed in upper left-hand corner "FIRST FLIGHT", followed by name of cachet desired. A space not less than 2" x 3" should be reserved in lower left-hand corner for the cachet impression. Envelopes must be sealed and should contain a filler.

**AFFIX NEWFOUNDLAND POSTAGE STAMPS** in upper right-hand corner. Short paid covers will be sent forward taxed double deficiency. Mutilated stamps are not accepted for postage.

**RATES** to any place in Canada and U.S.A., 9¢ first oz., 7¢ each additional oz. Registration 10¢ additional.

**PATRONS RESIDENT OUTSIDE OF NEWFOUNDLAND** not possessing NEWFOUNDLAND postage should forward a post office money order for the EXACT amount in NEWFOUNDLAND funds, payable to the CHIEF ACCOUNTANT at ST. JOHN'S for cachets (1), (2) & (3); to the POSTMASTER at GANDER for cachets (4), (5) & (6). Cash or cheques not accepted. Selection of any special stamps or denominations cannot be undertaken.

**ROUND TRIP COVERS NOT AVAILABLE**, neither can the Post Office Department undertake to give philatelic mail any special treatment beyond that indicated hereon.

**COVERS MUST BE SENT IN AN OUTER WRAPPER** which must also be fully prepaid, marked "FIRST FLIGHT", and addressed exactly as follows:

for cachets (1), (2) & (3) to: POSTMASTER, ST. JOHN'S, NFLD.  
for cachets (4), (5) & (6) to: POSTMASTER, GANDER, NFLD.

**LATEST DATE** for covers to reach Postmaster, St. John's and Gander. Is the 28th of April, 1942, those arriving too late will be endorsed "TOO LATE" and placed in regular mail stream.

DO NOT CONFUSE THIS WITH CANADIAN ANNOUNCEMENT NO. 10.

(Note: Postcard message  
digitally reproduced for  
improved clarity)

Department of Posts and Telegraphs, Newfoundland Postcard mailed as Free Mail Matter from Ottawa April 13, 1942 announcing inauguration of air mail service between St. John's and Moncton, New Brunswick.

**... First Flight from St. John's Newfoundland**

*by Hugh Delaney*

Illustrated below is a First Flight Cover bearing the St. John to Moncton cachet in the lower left corner which was one of six different cachets the sender could have selected. The addressee lived in Florida, U.S.A. and the cover is franked with the required 9¢ in postage to pay the rate for a letter weighing up to one ounce. The instructions on the Newfoundland Post Office postcard indicate quite clearly that requests for a “selection of special stamps ...” would not be undertaken. The presence of the 1¢ “Queen Victoria” from the 1897 “Discovery of Newfoundland” issue indicates the sender likely forwarded this cover to the Post Office with the stamps affixed.

In writing this story, there are a number on further points that come to mind which perhaps other Study Group members might be able to provide further input. First, what additional background should one be aware of regarding Newfoundland's 9¢ domestic airmail rate in May 1942? This rate was 3¢ higher than the Canada Post Office 6¢ domestic air mail rate in effect in 1942. Second, the regular series of Newfoundland postage stamps issued during the George VI reign did not feature a 9¢ stamp, the most current issue being the 9¢ stamp of the 1933 Sir Humphrey Gilbert Issue. This means that all First Flight Covers featuring stamps of the George VI period would be combination covers. This in itself makes for an interesting collecting sideline - that is, just how many different combination covers of each of the six different cachets could one identify?

Finally, and this one is perhaps for our Postal Stationary colleagues, with the postcard being sent from Ottawa as Free Mail Matter under the authority of the Post Office of Canada, this implies the postcard was probably prepared by the Canadian Post Office. Could anyone confirm that this was so and perhaps provide further insight into the relationships between the respective Post Office Departments of Newfoundland and Canada during this period?



*First Flight Cover from St. John's, Newfoundland to Moncton, N. B. on May 1, 1942  
franked with a 3¢ 1938 Queen Elizabeth (Perf 13½), 5¢ 1939 Royal Visit and 1¢ 1897 Queen Victoria  
to pay the 9¢ air mail rate to the U.S.A.*

**Precancelled Coil Roll Starter Strip**

The EFO's & Varieties column in Issue 5 of the Post & Mail featured a printing strip of four precancelled 1949 Unrevised (without Poste/Postage) 1¢ coil stamps with two coil roll end tabs attached. Illustrated below is the same stamp overprinted normally but with a complete Coil Roll Starter Strip of 11 tabs. The tabs are of made from gummed paper of light blue-green shade and carry the hand stamped message **1 ct PRE-CANCELLED**. The first tab (from the left), which would be on the outermost edge of the roll is wider than the next nine visible tabs. The eleventh much shorter tab is pasted to the back of the first stamp in the roll. Perhaps other Study Group members might have similar items in their collections which might be reported in future editions of the Post & Mail.



*Precancelled Coil Roll Starter Strip of the 1949 1¢ “w/o Poste-Postage” Unrevised issue overprinted with the “V-Type” bars  
featuring 11 tabs of gummed light blue green paper. - (Courtesy of Stephen Prest)*

**TOPICS Revisited - Part VIII (BNAPS TOPICS Vol. 17 & 18)**by *Gary Dickinson***Introduction**

This TOPICS Revisited column covers references to KGVI related items that appeared in BNA TOPICS Volumes 17 and 18 (Whole Nos. 175 to 196) issued in 1960 and 1961.

**1942-43 War Issue**

In an article titled “*Right Airplane...Wrong Registration*” in **BNA TOPICS Vol. 18, Whole No. 193** (Sept 1961) p. 205 **Emerson A. Clark** described how the plane shown in the 1942 Air Mail Special Delivery Stamp (CE1) had been mis-identified.

**Air Letters**

**H. M. Daggett’s** article “*Canada: Unstamped Air Letters*” which appeared in **BNA TOPICS Vol. 17, Whole No. 183** (Oct 1960) p. 229, reported that unstamped air letters remained available from the Post Office even after stamped ones were introduced in 1947.

Several examples of Forces Air Letters used during World War II are described and illustrated in **Mark L. Arons’** “Postal Stationary Panorama” column in **BNA TOPICS Vol. 18, Whole No. 194** (Oct 1961), pp. 230-231.)

**Dog Team Mail**

A short article entitled “*Dog Team Mail of Canada*” **BNA TOPICS Vol. 17, Whole No. 183 (Oct 1960)**, p. 235 included an example from 1942 from BNAPSer **G. M. Tuttle**; information was sought from BNAPS members about further dog team mail covers.

**Flag Cancellations**

**Ed Richardson** wrote an extensive series of articles on flag cancellations which appeared in **BNA TOPICS** over several years, under the general heading “*New Notes on Canadian Flag Cancellations.*” Those of particular interest to KGVI collectors are:

Part Six dealt with the 1937 Coronation flags. **Vol. 17, Whole No. 182** (Sept 1960), pp. 182-183)

Part Seven featured 1939 Royal Train and, from the early 1940’s, “Enlist Now” flag cancellations. **Vol. 17, Whole No. 183**, (Oct 1960), pp. 236-237.

Part Eight included two flags from 1948 and 1950, among other items. **Vol. 17, Whole No. 185**, (Dec 1960), pp. 305-307.

Part Nine showed one slogan cancellation from 1943 incorporating a flag, among other items. **Vol. 18, Whole No. 187**, (Feb 1961), pp. 41-43.

Part Ten reviewed flag meter marks, with about half of those shown drawn from the 1940’s. **Vol. 18, Whole No. 188**, (Mar 1961), pp. 64-66.

**International Reply Coupons**

**Harry M Daggett’s** article entitled “*The Reply Coupons of Canada and Newfoundland*” in **BNA TOPICS Vol. 17, Whole No. 176** (Feb 1960) pp. 33-39 describes the general background associated with International Reply Coupons and their use during the King George VI reign.

**Little Norway**

A cancellation from Little Norway, described as “one of Canada’s scarcest postmarks”, was featured in an article entitled “*Little Norway*” by **Lloyd W. Sharpe** in **BNA TOPICS Vol. 18, Whole No. 196** (Dec 1961) p. 297.

**Military Mail & Postmarks**

**R. H. Webb** noted some conditions and exceptions applying to free mail in a letter entitled “*Free Mail - World War II*” appearing in “The Editor’s Mailbag” column in **BNA TOPICS Vol. 17, Whole No. 177** (Mar 1960), p. 74.

**Newfoundland**

**Dan Meyerson’s** “Trail of the Caribou” column in **BNA TOPICS Vol. 17, Whole No. 183** (Oct 1960) p. 234 contains notes on the early use of the C.A.P.O. # 4 canceller (August 20, 1942).

**Dan Meyerson’s** “Trail of the Caribou” column in **BNA TOPICS Vol. 18, Whole No. 188**, (Mar 1961) p. 74 contains notes about part and imperforate pair differences on the two dies of the 3 cent value Long Coronation issue.



► **TOPICS Revisited (Part VIII - BNAPS TOPICS Vol. 17 & 18) ... continued**

*Newfoundland (cont'd)*

A St. John's Foreign Service postmark dated 1940 is described in **Dan Meyerson's** "Trail of the Caribou" column in **BNA TOPICS Vol. 18, Whole No. 191** (June 1961) p. 147.

*Philatelic Literature*

Mention is made in **Robson Lowe's** advert in **BNA TOPICS Vol. 17, Whole No 182** (Sept 1960) p. (Inside Front Cover) of **M.A. Stubb's** book entitled *Paquebot and Ship Cancellations of the World 1890 – 1951*.

Updated listings of publications and other philatelic material held at the time in the BNAPS Library can be found in **BNA TOPICS Vol. 17, Whole No. 184** (Nov 1960) pp 267-263 of **Robert J. Duncan's** series of articles entitled "*The Library*".

*Postal Stationary*

Mark L. Arons' "Postal Stationery Panorama" column in **BNA TOPICS Vol. 17, Whole No. 177** (Mar 1960) pp. 68-69 included a note regarding two varieties of the 2 cent sepia card of 1938 and a previously unlisted 1 cent +1 cent green card dated 1938.

*Post Office History, Correspondence & Regulations*

**F.W Campbell** presented a map showing the Post Office Sites of the Yukon Territory in **BNA TOPICS Vol. 18 Whole No. 186** (Jan 1961) p. 17 in his short article entitled "*Yukon Post Office Sites*".

*Secret (or Hidden) Dates*

A series of notes illustrating the hidden dates on KG VI issues appeared in **BNA TOPICS** in the early 1960's. Most of them were prepared by **Ed Richardson** while the last two items listed below were signed "**Larking and Richardson**." Each note gave a brief description and enlarged sketch of the dated area on the stamp as follows:

**Vol. 17, Whole No. 175** (Jan 1960) p. 28, the \$1 Chateau de Ramezay issue of 1938.

**Vol. 17, Whole No. 177** (Mar 1960) p. 79, the 20 cent Fort Garry issue of 1938.

**Vol. 17, Whole No. 178** (Apr 1960) p. 107, the Mufti issue of 1937.

**Vol. 17, Whole No. 180** (Jun 1960) p. 163, the 50 cent Vancouver Harbour issue of 1938.

**Vol. 17, Whole No. 181** (Jul-Aug 1960) p. 179, the 20 cent Special Delivery issues of 1938-39.

**Vol. 18, Whole No. 187** (Feb 1961) p. 52, the 10 cent Fur Resources issue of 1950.

**Vol. 18, Whole No. 190** (May 1961) p. 131, the 4 cent Citizenship issue of 1947.

**The Voyages of the MS Gripsholm (cont'd) - by John Burnett**

The Swedish American Line's MS Gripsholm was chartered by the State Department from 1942 to 1946 as an exchange and repatriation ship, and, being under the protection of the Red Cross it became known as the "Mercy Ship". The Gripsholm exchanged passengers with the Japanese ships, the first being the Asama Maru, in Lorenço Marques, Mozambique on July 24, 1942 and returned to New York August 25, 1942. The Gripsholm second exchange voyage occurred in late 1943 when it sailed to meet the Japanese vessel Teia Maru around October 15, 1943 in Mormugoa (Goa), a former Portuguese enclave on India's west coast. En route and according to the rules set down by the Red Cross, both ships sailed under full steaming lights and reported their position daily.

The letter shown on page 1 was mailed about two weeks after the Gripsholm returned to New York from its first voyage. No doubt the sender was hopeful the next voyage would take place quite promptly. The letter was sent air mail, addressed to the "Vessel Gripsholm" for onward transit to the Japanese Red Cross, Tokyo and, as the Gripsholm was berthed in New York, the letter carries two 3¢ 1942 War Issue stamps for the 6¢ air mail for a one ounce letter to a US destination. In the event, the Gripsholm was laid up at the Yonkers docks for over nine months and only departed New York for its second exchange voyage on September 2, 1943, nearly a full year after this letter had been mailed from Salmon Arm B.C. to Signalman Dowling. The letter is marked with Japanese Prisoner of War chop marks and had been examined by Canadian censor DB/570 shown on the back. While surviving letters to and from Canadian Prisoners of War in the Pacific are hard to find due to mail routes to Japan being lost as the war progressed, one can scarcely imagine the delight experienced by Signalman Dowling to receive such a letter some two years after his capture at the fall of Hong Kong on December 25, 1941. It would have been a treasure indeed!

*Reference*

(1) The Exchange and Repatriation Voyages During WWII ([www.salship.se/mercy.asp](http://www.salship.se/mercy.asp))

## ► Member's Corner

Four BNAPSers joined the Study Group in the first half of the year including **Larry Ballantyne**, **Peter de Groot**, **Robert McGuinness** and **Bill Verbruggen**.

**Larry** wrote to say that he has have been a general collector of Canada for some time but of late has started to focus on the George VI Postes/Postage // No Postes/Postage issues of 1949 - 1951. This spring he attended a Prairie Beavers meeting in Houston which inspired him to consider joining BNAPS and our Study Group. **Robert** mentions that he is interested in the postal history of the 1946 Peace Issue as well as First Day Covers of the 1940's. Study Group Members **Gary Dickinson's** research into FDC's of various commemorative issues of the George VI period and **Mike Street's** upcoming book on the 1946 Peace Issue hopefully will be of assistance to Robert as he pursues his collecting interests.

Calgarian **Eldon Godfrey** wrote to say he will unfortunately not be able to attend BNAPEX 2007 in Calgary due to prior commitments. He is hoping to get caught up with fellow BNAPSers at Calgary Regional Group meetings in the fall.

**Gary Steele** wrote in to say that he thinks that the two "Circle M" censor marks on the letter to Amman, Transjordan (P & M Issue 10, p. 8) are Egyptian censor marks which would mean this cover was censored by three different authorities, Canadian, Egyptian and Transjordanian.

Study Group Member **John Burnett** and BNA Portraits Editor **Vic Wilson** have undertaken the rather ambitious project of producing a "Canadian Philately" handbook. The purpose of the handbook is to provide an overview of Canadian Philately from pre-stamp to modern eras. The handbook is planned to be a 64 page booklet published in BNA Topics format and should be available for release at BNAPEX 2008 in Halifax.

Now the answer to that interesting bit of history alluded to in the Editor's desk column in Issue 10 of the Post & Mail. Your Editor had brought along a draft of **Hugh Delaney's** Eclectic Cover article (Issue 10, p. 19) to the Calgary BNAPS Regional Group year end dinner. On seeing the image of the former Pryce Jones building that was pictured in the article (Issue 10, p. 19) Study Group member **Ed Harris**, also in attendance at the dinner party, told Hugh and your Editor that he had worked in that very same building while serving in the later stages of WWII. Talk about "Small World" time. Imagine seeing in a current periodical a cover originated from the very place you worked some 60 years ago - and - it was published by another collector who had no idea of the personal connection.

## ► KGVI Website

**Gary Dickinson** produced a number of further research papers in his series on George VI era commemoratives First Day Covers and these are now posted on the "Research Page" of the Study Group's Website.

## ► Members' Wants

**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

**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

**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

**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

**1949 - 51 Poste 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.

**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 List ad. Detailed want lists can be published on the Study Group website. Contact Stephen for further info at snail mail or email addresses given on page 2 of the Post & Mail.