



KING GEORGE VI POST & MAIL

July - December 2007

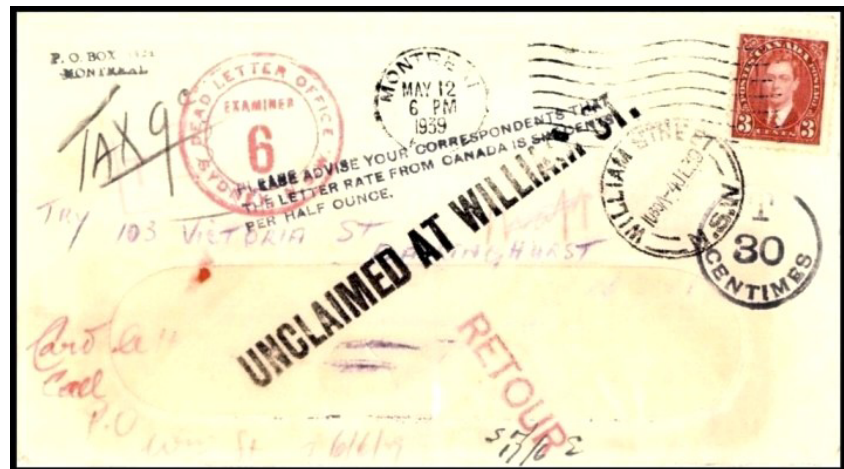
Issue 12

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An Interesting 3¢ Mufti Era Cover to Australia - by Doug Lingard

This cover story features a letter that has it all; overseas destinations, improper franking, postage due, dead letter offices in two countries and returned to sender markings all occurring within a space of three months in mid 1939. It all started on May 12, 1939 when the sender affixed a 3¢ Mufti definitive to his letter and posted in Montreal to a recipient in Australia. Now here was the first problem. The 3¢ stamp would have been sufficient postage to pay the 3¢ per ounce rate for first class mail sent by surface means to destinations in the British Empire. However, the rules of game had changed in 1938, when Canadian and Australia postal authorities agreed to participate in the Empire Air Mail Scheme (EAMS). Canada entered the scheme in February 1938. After protracted negotiations⁽¹⁾, Australia entered the EAMS in June 1938 with the first flight under the scheme leaving Britain in late July. Despite both Canada and Australia having entered the EAMS by mid 1938, mail from Canada to Australia continued to be forwarded at existing rates until April 1, 1939 when at which time the EAMS rate of 6¢ per half oz. came into effect⁽²⁾.



Returning to our sender, he or she clearly wished to forward the letter by surface to Australia, but with the advent of the "All-Up" EAMS, this service was actually not available and had not been so since April 1, 1939. Nonetheless, one can certainly imagine the sender, possibly blissfully unaware of the requirement for higher postage, just dropping the envelope off in a local post box with the 3¢ stamp affixed ... and that is where the story starts.

(continued on page 17)

► Chairman's Notes - by Gary Steele

Just saw the notes for the last George VI annual meeting at BNAPEX 2007. It looks like our group is in great shape for the future with lots of members and a healthy balance for projects to help us all. One project of particular note is to get adequate information on what the Post Office did during this period. The first way I can think of is from the Annual Post Office Postal Guides, Monthly Postal Guide Supplements, and Weekly Postal Guide Supplements.

If anyone has any of these (I have all the Annual ones) we could make a photocopy of them for other's use assuming we get the ok from the government on it not being a problem. I have personally used most of the supplements, however, not having copies in my hands makes it hard for research. Please contact me regarding this matter and maybe we could help others out.

As Stephen puts this next issue to bed, the year has crept up on most of us too quickly. I look forward to spending a lot of time on research, and doing two exhibits for next year over the winter. Here's wishing you all Season's Greetings and a happy healthy new year.

King George VI Study Group

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► EFO's & Varieties

Inking flaws on postage stamps can be quite visually striking particularly if they are found in multiples. Of course such flaws are generally regarded as "Freaks" as they are unlikely to occur any more than a few times during a printing run and are by no means "constant" in their origin or appearance.

Pictured to the right is an Upper Right Plate Block No. 14 of ten of the 1951 "with Poste/Postage" 4¢ orange which has a dramatic ink smear in the print colour affecting stamps 20 and 30 of the pane. There is also slight ink smearing affecting stamps 9, and 19.

I am not certain how such varieties occur and would be interested in hearing the thoughts of other Study Group members on the subject. It looks like there was a blob of excess ink, perhaps a droplet, placed somehow at the top of stamp 20 which was subsequently smeared in a downward direction across stamp 20 and onto stamp 30. Maybe this smearing action took place on a pick-up roll as the printed sheet moved onto the next stage of the production process.

Hopefully other Members will be able to shed further light on the subject of "Ink Smears".

**► Editor's Desk**

This Issue 12 of the Post & Mail features the seventh in **John Burnett's** series of articles on postal history during the 1937-42 Mufti ear and the fifth in **Gary Steele's** series on the same subject. Gary's current article features Canadian mail forwarded to destinations in Africa while John's article deals with mail to Great Britain and Ireland.

The other feature article in Issue 12 is **Gary Dickinson's** fourth paper summarizing his research into First Day Covers of the George VI era, this current one dealing with FDC's issued in conjunction with the 1937 Royal Visit. Also in this issue, Gary updates his article on the 1937 Coronation Flag Cancellations which appeared in Issue 11 with information he has received from other collectors in response that article.

This issue also features a cover story by **Doug Lingard** about mail destined for Australia during the period the Empire Air Mail Scheme was in operation. Doug raises a number of questions relating to the operation of the EAMS between Canada and Australia/New Zealand which he hopes other Members will be able to address.

Louis Fiset and **Robert McGuinness** contributed items for this issue's Eclectic Covers column. Robert poses the question to Members regarding the relative scarcity of 1951 Capex issue stamps on regular or commercial mail. In this issue's Member's Corner, **Judith Edwards** provides further background to the questions raised by **Hugh Delaney's** article on airmail service originating from St. John's Newfoundland starting in May 1942.

Part IX of TOPICS Revisited by **Gary Dickinson** rounds out this issue.

KING GEORGE VI POST & MAIL

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Postal History during the King George VI 1937 - 42 “Mufti” Era Part VII - Postage Rates to Great Britain & Ireland

By John Burnett

Introduction

In Parts I – VI of this series of articles on the postal history of the “Mufti Era” (1937 – 42) we have documented domestic mail, mail to the United States and international destinations in the Americas, Africa, the Middle East and India. In Part VII we will look at mail delivered to the British Isles which includes Great Britain and Ireland.

Probably the most important international destination (along with the United States) is Great Britain, considered by many Canadians at the time to be the “mother country” and certainly the number two recipient of mail from Canada. It was here, in Great Britain, that mail to distant parts of the Empire started its ‘All Up’ journey under the *Empire Air Mail Scheme (EMAS)*. The Part V article in this series appearing in Issue 8 of the Post & Mail provides a brief summary of the periods of operation and destinations served by the EMAS. Canada entered the EMAS as of February 23, 1938 and first class Canadian letters addressed to EAMS destinations were forwarded via that scheme until its discontinuance in September 1939.

When Canada entered the Empire Air Mail Scheme, the only conveyance of mail to the British Isles was by ship across the Atlantic. This situation persisted until the commencement of the establishment of Trans Atlantic air mail service by Pan American and Imperial Airways in June 1939. Prior to that time, mail to the British Isles was charged the same rate as domestic mail, that is 3¢ for the first ounce; 2¢ for each additional ounce for first class surface letters. Canadians could speed up delivery by franking their correspondence at domestic air mail rates. In this case the letter would be sent by airmail to the nearest convenient seaport and then forwarded by seagoing vessels. This service applied to all destinations within the British Empire and the corresponding postage rates are sometime referred to as the “Empire Rates”. A summary of rates applicable to destinations in Great Britain and Ireland is provided below.

Canadian Postage Rates and Fees for Mail to Great Britain & Ireland (1937 - 42)

<u>Category</u>	<u>Rates</u>	<u>Effective Periods</u>
Letter (First Class Surface)		
British Isles	3¢ first oz., 2¢ per added oz.	Effective July 1, 1931 through the entire Mufti period
Post Cards (Surface)		
British Isles	2¢ each	Effective July 1, 1931 through the entire Mufti period
Air Mail Letters		
Air conveyance within Canada Atlantic Surface to UK	6¢ first oz; 5¢ per added oz.	Effective October 1936 through entire Mufti period
Air Conveyance both within Canada and Trans-Atlantic	30¢ each ½ oz	Effective June 1939 through entire Mufti period
Third Class Matter	1¢ per each 2 oz.	Effective July 1, 1930 through the entire Mufti period
<u>Additional Services</u>		
Registration	10¢ for \$25 indemnity (only)	Effective July 15, 1920 through the entire Mufti period

... Mufti Era Postage Rates to Great Britain & Ireland

by John Burnett

First Class (Surface) Letter to Great Britain

The cover illustrated below shows one of my more interesting 3¢ surface rate covers to Great Britain. The letter was franked with a strip of three 1¢ Mufti definitive stamps paying the one ounce letter rate and and mailed March 13, 1939 from Sherbrooke, Quebec to Barnstaple, North Devon with onward passage to Lundy Island.

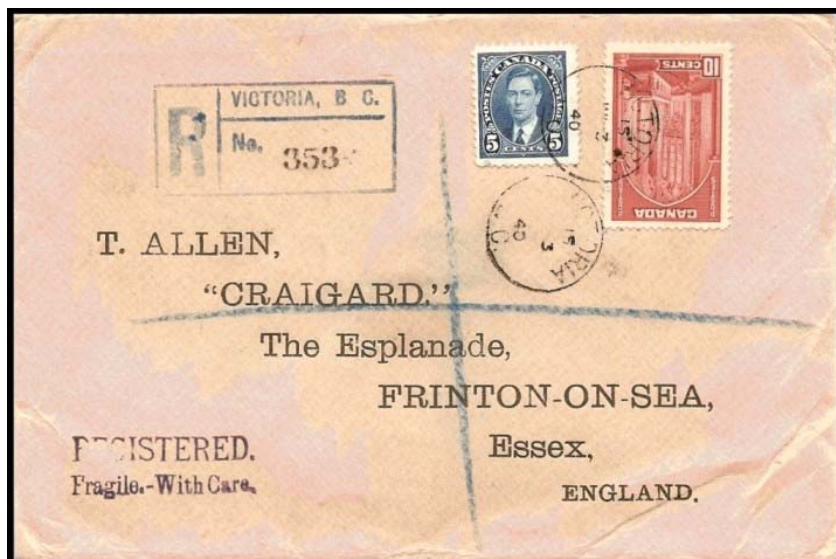
The envelope has received a ½d Lundy Puffin stamp to pay the local delivery charge and has been cancelled with a nice “LUNDY LIGHTS AND LEADS”, Puffin slogan cancel. A Lundy Atlantic Coastal Airlines ½d stamp like Cinderella sticker has also been affixed to pay for the air mail conveyance to Lundy Island from mainland Great Britain. The sticker has been cancelled with a circular “L.A.C.A.L.” (Lundy Atlantic Coastal Air Lines) killer. All together this makes a most impressive example of the simplest of rates to Great Britain.



First Class letter mailed March 13, 1939 from Sherbrooke, Quebec to Lundy Island via Barnstaple, North Devon franked with three 1937 1¢ Mufti stamps to pay the 3¢ per oz. first class surface rate to destinations in Great Britain

Double First Class (Surface) Letter Rate to Great Britain

The envelope below is franked with a 5¢ Mufti definitive stamp to pay the 3¢ for the first ounce and 2¢ for up to a second ounce on an overweight letter. Mailed from Victoria, British Columbia on January 3, 1940, the envelope has been marked “REGISTERED. / FRAGILE – WITH CARE” and has been registered, the registration fee paid by a 1938 10¢ Memorial Chamber definitive stamp. The envelope has the characteristic blue cross across the front. This cross was a British protocol and was applied to registered envelopes to catch the attention of postal employees that the envelope required special handling.



Registered First Class (surface) letter mailed January 3, 1940 from Victoria B.C. to Frinton-on-Sea, Essex franked with a 5¢ 1937 Mufti and a 10¢ 1938 “Memorial Chamber” Pictorial to pay the 15¢ rate for a registered first class letter weighing up to 2 ozs. conveyed to Great Britain by surface transport

... Mufti Era Postage Rates to Great Britain & Ireland

by John Burnett

Air Mail Letter (within Canada) - Surface Conveyance to Ireland

The envelope below is a nice example of a letter that is franked with a 1938 6¢ Airmail stamp which paid the rate for a letter to be conveyed by air from Vancouver to an east coast port (likely Montreal or Halifax) where it would then be forwarded by sea to its final destination in Ireland. As was noted in my article in Issue 10, some first class mail was air lifted across the Atlantic particularly if it was addressed to service personnel. This letter appears to be addressed to a civilian and so it is likely the letter did in fact cross the Atlantic by ocean going transport. Transmission via the Trans Atlantic Airmail service was available but at a higher cost which the sender no doubt felt was unnecessary in the case of this piece of correspondence.

The letter displays both Canadian and Irish censor markings and took nearly seven weeks to reach its final destination.



Airmail letter mailed April 27, 1942 from Vancouver, B.C. to Montreal, Quebec to Birr, Ireland franked with a 1938 6¢ Airmail stamp to pay the 6¢ per oz. "Empire" rate for first class letters conveyed by air to Canadian coastal ports and then by sea to destinations in the British Isles

Air Mail (Trans Atlantic) Letter to Great Britain

The envelope shown below has been franked with fifteen 2¢ Mufti definitive stamps, paying the 30¢ per ½ oz. Trans Atlantic air mail conveyance rate. Mailed from Woodstock, Ontario on August 20, 1941, this envelope must have contained a very flimsy letter as it needed to weigh less than ½ ounce.

Back-stamps show that after leaving Woodstock, Ontario on August 20, 1941 the letter traveled to the "Base APO" in Ottawa for forwarding. The letter arrived in the United Kingdom both at the clearing post office in London and at its final destination "FPO 247" in Hampshire on August 29th. The letter is addressed to a General Bennett, and I'm sure this name and title helped expedite the letter as just nine days was required to deliver it to the UK which is pretty good by even today's standards.



Airmail letter mailed August 20, 1941 from Woodstock, Ontario to a Canadian Army Unit based in Great Britain franked with fifteen 1937 2¢ Mufti stamps to pay the 30¢ per ½ oz. Trans-Atlantic airmail rate

... Mufti Era Postage Rates to Great Britain & Ireland

by John Burnett

Air Mail (Trans Atlantic) Letter Forwarded to Canadian Forces in Tunisia via Great Britain

The next example of a 30¢ rate cover has much value to military postal history collectors. It pays us as the KGVI Study Group to ensure we do all we can to help other groups when we have a cover that crosses into other areas of study. In the case of this letter I have shared the following information with Members of the World War II Study Group through their newsletter.

Mailed from Sheffield, Nova Scotia on November 14, 1942, this cover helps us identify where exactly a member of the Canadian army was located, this in turn will help identify the movement of military folks to various operating theatres of the war. As was common in the case of correspondence to military personnel stationed overseas, the letter was first addressed to "Canadian Army Overseas".

On arrival in England, letters such as this were redirected to the location where the addressee was stationed. There is a forwarding label on the front of the envelope that reads "Attached to headquarters First British Army (Canadian Personnel) while on the back of the envelope written in script is "Received North Africa, Tunisia, 1 March 1943".

Mailed November 14, 1942 from Sheffield, Nova Scotia, the letter is back-stamped six weeks later in England on December 24, 1942 and took another two months to be forwarded to North Africa where the addressee was part of the Allied campaign to liberate North Africa from Axis occupation.

A personal note from the sender, Mrs. A. M. McMillan, written on the rear flap advises the recipient (her spouse?), Captain A. M. McMillan, that "Coral couldn't get air mail stamps - So had to put on 10, 3 centers!". A nice personal touch from a loved one so far away.



Airmail letter mailed November 14, 1942 from Sheffield, Nova Scotia, Ontario to Overseas Canadian H. Q. in Great Britain (and then rerouted to British North Africa Forces, Tunisia) franked with ten 1937 3¢ Mufti stamps to pay the 30¢ per ½ oz. Trans-Atlantic airmail rate

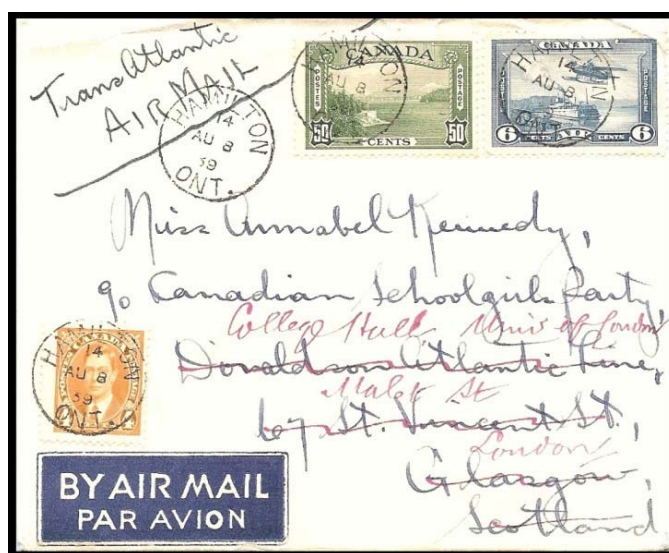
... Mufti Era Postage Rates to Great Britain & Ireland

by John Burnett

Double Weight Trans-Atlantic Air Mail letter to Scotland

Scotland, as part of Great Britain, was also afforded the 30¢ per ½ ounce air mail rate. The envelope illustrated below is a nice example of a letter paying double rate. Mailed at Hamilton, Ontario on August 8, 1939 just one month before Britain's declaration of war against Germany. The envelope is clearly marked "Trans Atlantic Air Mail" in the upper left corner. This letter would have flown to New York then onto Lisbon Portugal where it would connect with the Imperial Airways flight for England and then onto Scotland. Unlike our previous example this letter would have flown right across France for Great Britain as there were no fighter aircraft waiting to intercept the Imperial Airways flight.

The 60¢ (double rate) for letters weighing up to one ounce has been paid for with a 50¢ "Entrance to Vancouver Harbour" high value definitive, a 6¢ "Plane over Sternwheeler", and a 4¢ "Mufti" stamp, a really nice combination for both color and interest. I find it interesting that after finally arriving in Scotland, via London the letter has been redirected right back to London. I always like to add examples of covers that pay for overweight letters because they add to a collection and make excellent examples of rates in an exhibit.



*Airmail letter mailed August 8, 1939 from Hamilton, Ontario to Glasgow, Scotland
franked with a 1938 50¢ "Vancouver Harbour", a 1938 6¢ Airmail and a 1937 4¢ Mufti to pay double the 30¢ per ½ oz. rate
for a letter weighing up to one ounce and conveyed via the Trans-Atlantic airmail service to destinations in Great Britain*

Quadruple Weight Trans-Atlantic Air Mail Letter to Great Britain

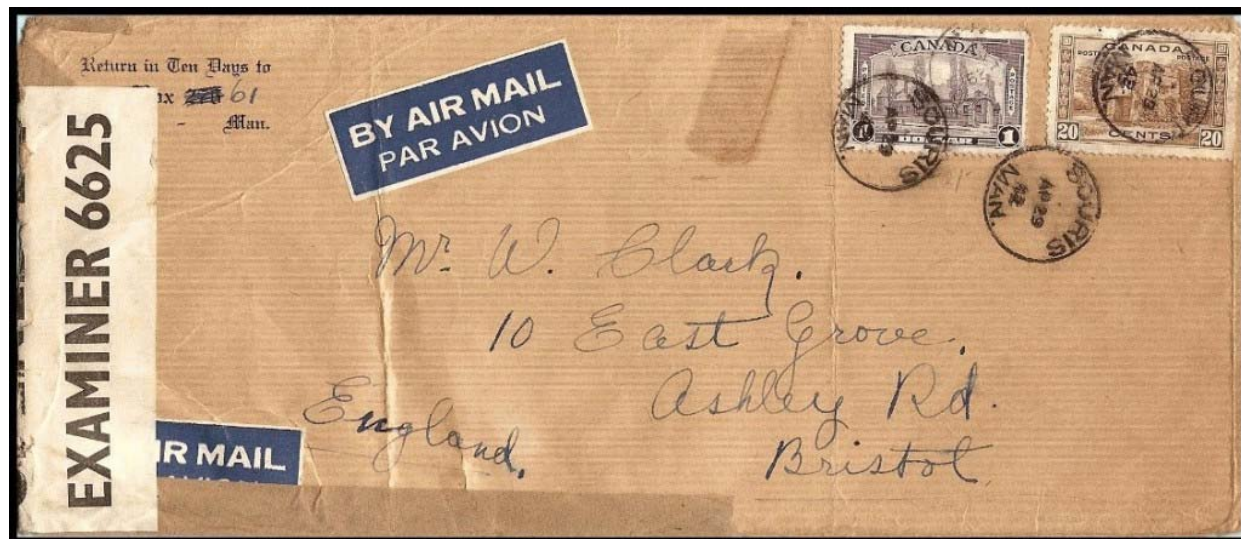
Another example of an overweight letter addressed to England is shown below. Mailed from Souris, Manitoba on April 29, 1942 and addressed to Bristol, England this oversized envelope is franked with a \$1.00 Château de Ramezay and a 20¢ Fort Garry high value definitive stamps from the 1938 Pictorial issue to make up the \$1.20 rate for a letter weighing up to two ounces and conveyed via Trans-Atlantic air mail service.

The envelope is clearly marked "By Air Mail / Par Avion" with the blue air mail stickers applied to the front. The envelope has been opened by a British censor in Great Britain as evidenced by the sealing tape "Examiner 6625", an English censor mark. Had it been opened in Canada the sealing tape would have had a "C" or "DB" or both shown on the tape. The "DB" was an assigned military censor designator for Canadian Censors and the "C" was used to indicate censorship had taken place at a consulate's office.

Finding the 1938 \$1 stamp used on cover and paying proper postal rates is sometimes difficult, I urge members to keep their eyes open for such an application, I think they are scarcer than most believe.

... Mufti Era Postage Rates to Great Britain & Ireland

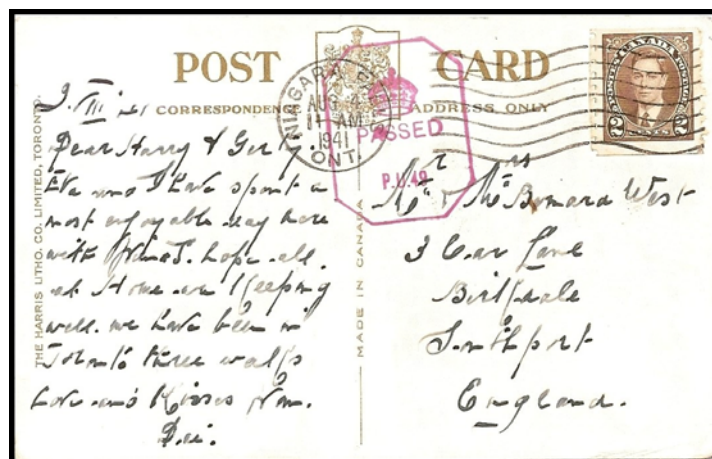
by John Burnett

Quadruple Weight Trans-Atlantic Air Mail Letter to Great Britain (cont'd)

Airmail letter mailed August 8, 1939 from Hamilton, Ontario to Glasgow, Scotland
franked with a 1938 \$1 "Chateau de Ramezay" and 20¢ "Fort Garry" Pictorial Issue stamp to pay four times the 30¢ per ½ oz. rate
for a letter weighing up to two ounces and conveyed via the Trans-Atlantic airmail service to destinations in Great Britain

Post Card forwarded to Great Britain

International destination post cards from the WWII era are not common and I only have a few in my collection. Shown below is a post card to the Birkdale suburb of Southport, England. For golf enthusiasts, Birkdale is the home of the Royal Birkdale Golf Club which will host "The (British) Open" in 2008 for the eighth time in club history. The post card has been franked with a coil version of the 2¢ Mufti stamp. The 2¢ post card rate to a British Empire country had existed since April 1915. Can you imagine Canada Post holding a postage rate that long in this day and age?



Post Card mailed August 4, 1941 from Niagara Falls, Ontario to Birkdale, England
franked with a 1937 2¢ Mufti coil stamp to pay the 2¢ post card rate to destinations in the British Isles

... Mufti Era Postage Rates to Great Britain & Ireland

by John Burnett

Parcel Post Mailing Tag addressed to Great Britain

Moving unto other classes of postal service to Great Britain, the last two items described in this article are very difficult items to acquire. Illustrated at the right is a parcel post mailing tag. Mailed at Royal Oak, British Columbia on February 19, 1942 the tag is franked with a 50¢ "Vancouver Harbour" and a vertical pair of the 20¢ "Fort Garry" stamps of the 1938 Pictorial issue plus a 4¢, and 2¢ 1937 Mufti making 96¢. The 96¢ fee paid the parcel post rate for a parcel of up to 5 pounds in weight.

Tags such as these are really quite difficult to find as they were generally lost when the string binding the parcel was cut off and discarded. A parcel of this size was probably for a small "Care Package" which were often sent by people in Canada to the relatives back in England, as they were seeing serious rationing at the time. I have memories of such packages being sent off to England when I was a small boy in British Columbia.



*Parcel Post Tag dated February 19, 1942 mailed from Hamilton, Ontario to London, England
franked with a 1938 50¢ "Vancouver Harbour", a pair of 20¢ "Fort Garry" Pictorial plus a 2¢ and 4¢ 1937 Mufti stamps to pay 96¢ fee for a parcel weighing up to five pounds to be sent surface parcel post to destinations in Great Britain*

Canvas Bag & Letter forwarded by Trans-Atlantic Air Mail to Great Britain



The item illustrated at left is a prize of mine and I can only make an educated guess at the rate. There is a small fine canvas bag attached to a cloth envelope which measures 5" x 3 1/4" and on the bottom is printed "LETTER INSIDE". The envelope has affixed a pair of the \$1 "Chateau de Ramezay" and a pair of the 20¢ "Fort Garry" high value definitive stamps from the 1938 Pictorial issue.

The date is a little difficult to read but it appears to be October 1939. which would be consistent with the 30¢ Trans Atlantic air mail rate which had just begun in June of that year.

This would make this a four ounce letter, which seems appropriate with the bag attached.

Has anyone in the study group seen any other examples of such a mailing?

In the next installment in this series we will focus on mail to the non British Empire countries in Europe. Thereafter I plan to complete my series on Mufti era postal rates with an article on mail to Australasia and Pacific rim countries.

In the meantime I hope each of you reading this newsletter will take a moment to look at your own material and see if you can add anything to our knowledge by using these articles of mine as the basis to build upon by adding items from your own collections. One only has to look at all the great items Gary Steele has added by responding to my articles with material he has in his collection.

*Labelled Canvas Bag mailed October 1939
from Royal Oak, British Columbia to Oldbury, Great Britain
franked with two pairs each of the 1938 \$1 "Chateau de Ramezay" and the 20¢ "Fort Gary" Pictorial Issue to pay the \$2.40 fee for a letter weighing up to two oz. sent via Trans-Atlantic air mail to Great Britain*

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

By Gary Steele

Introduction

This article is the fifth in my series on Postal History items from the King George VI Mufti period. Thanks to John Burnett for adding another chapter of postal rates and usages from the early King George VI period with his article appearing in Issue 8 of the Post & Mail that dealt with mail to destinations on the African continent. Canadian surface mail to Africa other than air mail was more complex due to having British Commonwealth and non-British Commonwealth countries. Air mail is another subject all on its own with the introduction of the Empire Air Mail Scheme (EAMS) affecting surface rates for a short period of time and various Trans-Atlantic routes and rates.

Surface mail comprises about 50% of material to Africa when including mail forwarded to Britain by sea for onward transmission by air to selected destinations in Africa via the EAMS.

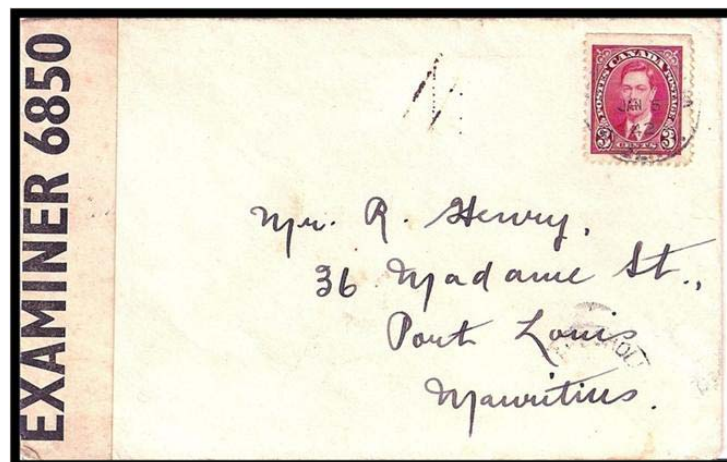
Up until the introduction of the EAMS surface mail consisted mainly of post cards and first class letters with an odd sprinkling of printed matter or commercial material. With Canada entering the EMAS in February 1938, air speeded delivery became the norm for countries participating in the EMAS. The EMAS fell away in September 1939, but new trans-Atlantic air services that were established in mid 1939 meant that air mailing of letters to countries in Africa continued to grow in importance from the early 1940's.

The rates for different classes of mail varied considerably during the Mufti period and for rates to destinations in Africa it is suggested that readers refer to the schedule at the beginning of John Burnett's article in Issue 8 of the Post & Mail.

First Class Surface mail to Mauritius 1st ounce

The island of Mauritius is located some 2400 km to the east of the coast of Africa. Originally colonized by the Dutch and then by France, Mauritius became British colony in Napoleonic times. As such, Mauritius was (and remains) part of the Commonwealth where the postage rate for first class surface mail from Canada was 3¢ first ounce and 2¢ each additional ounce from September 1939 with cessation of the EAMS.

The interesting censored letter illustrated below is engraved on reverse as from the Royal Canadian Air Force. The first class surface letter rate was paid with an upper middle position 3¢ booklet stamp. The letter was mailed in Alberta January 5, 1942, arriving in Mauritius June 22, 1942, a total time of 168 days travelling by surface means and being incarcerated by British Examiners.



*First Class letter mailed January 5, 1942 from Alberta to the island of Mauritius
franked with a 1937 3¢ Mufti stamp to pay the 3¢ per oz. first class surface rate to destinations in the British Empire*

... Mufti Era Postage Rates to Africa

by Gary Steele

First Class Surface mail, British Commonwealth non EAMS up to 2 Ounces

The Gold Coast, part of British West Africa and along with Nigeria and Sierra Leone, was not served by the EAMS. This meant that first class surface mail to these colonies in the 1938--39 period continued to be forwarded at the regular Empire rates that were in force prior to the introduction of the EAMS. The cover below is a First Day Usage of the 1939 Royal Visit stamps and is franked with 3¢ first ounce and 2¢ cents for up to the second ounce. The total transit time from Saskatoon, Saskatchewan to Cape Coast, Gold Coast was 29 days.



First Class letter mailed May 15, 1939 from Saskatoon, Saskatchewan to Cape Coast, Gold Coast franked with a 3¢ & 2¢ 1939 Royal Visit Issue stamps to pay the 5¢ rate for a first class letter weighing up to 2 oz. sent to destinations in British West Africa during the EAMS period

First Class Surface mail to Angola 1st ounce

First Class letters sent to countries not part of the British Commonwealth required postage of 5 cents for the first ounce. Correspondence to Foreign Missions was often saved in its original envelopes resulted in postage stamps being saved on cover allowing such items that would not have otherwise survived to be available to postal historians today.

Below is an envelope mailed from the United Church of Canada in Toronto to Chinguar, located in northeast Angola. The sender marked the letter to be forwarded via New York, Cape Town, South Africa and Elizabethville, Belgian Congo. Transit time for this letter was from July 3, 1941 to September 28, 1941 for almost three months taking into consideration dual censorship first by the British and then by Belgian colonial authorities in Elizabethville (see hand stamp).



First Class letter mailed July 3, 1941 from Toronto, Ontario to Chinguar, Angola franked with a 1937 5¢ Mufti stamp to pay the 5¢ per oz. first class surface rate to non British Empire U. P. U. destinations

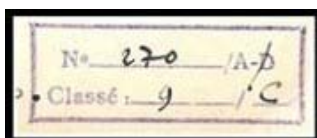
... Mufti Era Postage Rates to Africa

by Gary Steele

Post Card to Morocco (French Zone)

Post Cards forwarded to non British Empire countries overseas destinations required 3¢ postage. The post card shown below was mailed Feb 2, 1938 from Halifax to Meknes, Morocco (French Zone). The Treaty of Fez made Morocco a Protectorate of France and Spain covering different regions. Britain operated post office agencies in Tangier and other locations in Morocco, first through Gibraltar and then directly through Home Office from the late 1800's. If this Post Card had been mailed to a British Morocco Agencies post office the rate would have been 2 cents. There is no mention of the British Morocco Agencies being a EAMS destination thus no changes in rates occurred for post cards during the 1938-39 EAMS period.

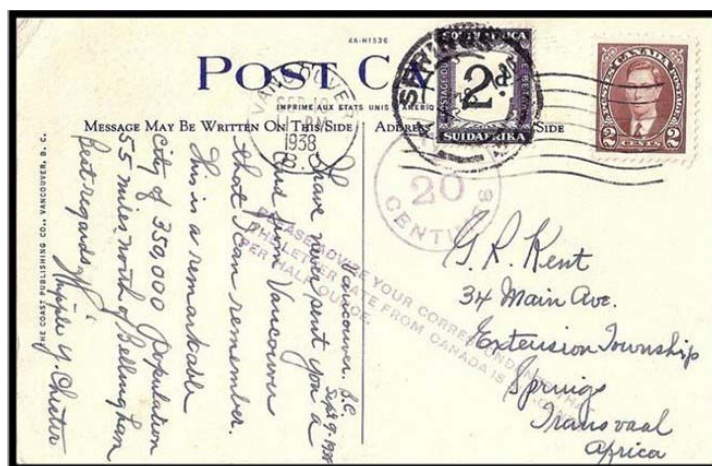
An interesting rectangular box appears at the lower left, I am not sure what this was used for. Although there are machine date stamps on the front side, they are unreadable.



Post Card mailed February 2, 1938 from Halifax, Nova Scotia to Meknes, Morocco (French) franked with a 1¢ & 2¢ 1937 Mufti stamp to pay the 3¢ Post Card surface rate to non British Empire U. P. U. destinations

EAMS 4¢ Post Card rate to Transvaal, South Africa

Transvaal is listed separately in the Canadian Postal Guides during the 1938 period as a province of the Union of South Africa thus including it in the EAMS. The EAMS Post Card rate was 4¢. The Post Card illustrated below was mailed in Vancouver September 18, 1938 and arrived a little over two weeks later in Springs, a suburb of Johannesburg, on October 4th. As the post card was short-paid by 2 cents, the double deficiency of 4 cents due or 20 centimes was determined and paid with a 2d South African postage due stamp. Note the three line advice marking indicating the correct rate for EAMS letters was applied to this post card even though the rate for post cards was four cents, not the six cents per half ounce as indicated in the marking.



Post Card mailed September 18, 1938 from Vancouver, B.C., to Springs, Transvaal, South Africa franked with a 1937 2¢ Mufti stamp which short-paid the 4¢ EAMS Post Card rate to British Empire EAMS destinations

... Mufti Era Postage Rates to Africa

by Gary Steele

EAMS 4¢ Post Card rate to Seychelles

A similar post card mailed a significant distance away from Transvaal is the one to the Seychelles illustrated below. Like Mauritius, the Seychelles are a group of islands some 1500 km off the east coast of Africa and was an EAMS destination. The post card illustrated below was franked with a 3¢ Mufti and mailed October 12, 1938. The use of a 3¢ is a bit curious. As a British Empire destination, the post card rate would have been 2¢ prior to Canada's joining the EAMS in February 1938 and 4¢ under the EAMS. Perhaps the sender thought Seychelles was a non British Empire destination which required 3¢ in postage for post cards.

With Seychelles being an EAMS destination for Canadian outbound mail from February 23, 1938 to September 5, 1939, this post card was short-paid by 1¢ and handstamped with boxed **2 CENTS DUE** and **T 10 CENTIMES** to indicate the double deficiency. As it turns out, the item was apparently undelivered in the Seychelles per the boxed **REFUSED** and **Return to Sender** instructions. Even if the postage due had been paid in the Seychelles, it would not have been franked with Seychelles postage due stamps as these were only first issued by the Seychelles in March 1951.



*Post Card mailed October 12, 1938 from Fort William, Ontario to Victoria, Seychelles
franked with a 1937 3¢ Mufti stamp which short-paid the 4¢ EAMS Post Card rate to British Empire EAMS destinations*

First Class Letter to South Africa via the Empire Air Mail Scheme

An interesting point about EAMS mail is that post office instructions were to NOT put VIA AIR MAIL on the envelopes as there was only one way of sending mail at this time to EAMS destinations which was surface transport to England followed by "ALL-UP" service via air mail. The letter shown was mailed in Hamilton on December 9, 1938 to a recipient in the Cape Province, South Africa and bears a single 6¢ 1938 Pictorial airmail to pay the 6 ¢ per ½ oz. EAMS rate. Note the crossing out of VIA AIR MAIL on the front of the cover.



*First Class letter mailed December 9, 1938 from Hamilton, Ontario to Somerset Strand, Cape Province, South Africa
franked with a 1938 6¢ Airmail stamp to pay the 6¢ per ½ oz. rate for first class letters forwarded to EAMS destinations*

With Seychelles being an EAMS destination for Canadian outbound mail from February 23, 1938 to September 5, 1938, this post card was short-paid by 1¢ and handstamped with boxed 2 CENTS DUE and T 10 CENTIMES to indicate the double deficiency. As it turns out, the item was apparently undelivered in the Seychelles per the boxed REFUSED and Return to Sender instructions. Even if the postage due had been paid in the Seychelles, it would not have been franked with Seychelles postage due stamps as these were only first issued by the Seychelles in March 1951.

... Mufti Era Postage Rates to Africa

by Gary Steele

Double the 6¢ per ½ oz. EAMS rate to Southern Rhodesia

The letter illustrated below was mailed June 5, 1939 from Hollyburn, British Columbia to Salisbury, Southern Rhodesia. It was franked with 12¢ in postage to pay for the rate for a letter weighing up to one ounce sent to an EAMS destination, i.e. double the 6¢ per ½ oz. EAMS rate. Note the letter has no indication of "AIR MAIL" transport written on the front which, as was explained earlier, quite proper for mail being directed to EAMS destinations.



*First Class letter mailed June 5, 1938 from Hollyburn, B.C. to Salisbury, Southern Rhodesia
franked with a 1938 10¢ "Memorial Chamber" Pictorial Issue and a 1939 2¢ "War Memorial" 1939 Royal Visit Issue stamp
to pay the 12¢ "double" rate for a first class letter weighing up to 1 oz. forwarded to an EAMS destination*

Triple EAMS rate to Egypt

Heavier EAMS covers do not appear that often. The letter was mailed from Toronto in 1939 to Cairo, Egypt, an EAMS destination. The double deficiency tax was 70 centimes or 14¢ indicating the postage was 7¢ short-paid. This taken together with the 11¢ in postage affixed results in a total of 18¢ or triple the 6¢ per half ounce rate for letters to EAMS destinations. The T70 centimes due was paid with three 8 millimes and a single 4 millimes Egyptian postage due stamps affixed to the back cover.

The 11¢ postage is a bit of a mystery as the airmail rate to Egypt pre-EAMS (i.e. before February 23, 1938) was 25 cents per half ounce or 75 cents for a triple weight letter and one would think it would have been franked properly before leaving the post office in Toronto.

It is perhaps worth mentioning that the airmail rate to Britain remained 6¢ for the first ounce and 5¢ for each ounce thereafter during the period the EAMS was in operation. The 11¢ in franking would have been the correct postage if the destination had been in the British Isles. Clearly Egypt is not in the British Isles but this might be an explanation for the unusual franking on this letter.



*First Class letter mailed in 1939 from Toronto, Ontario to Cairo, Egypt
franked with a 4¢ and 5¢ 1937 Mufti definitive and a pair of 1¢ 1939 Royal Visit Issue stamps which short-paid by 7¢
the 18¢ "triple" rate for a first class letter weighing up to 1½ oz. forwarded to an EAMS destination*

... Mufti Era Postage Rates to Africa

by Gary Steele

Air Mail via South Trans-Atlantic Route to Egypt

Following the cessation of the EAMS in September 1939, air mail rates to former EAMS destinations increased. In the case of Egypt, the rate became 30¢ per ½ oz. The air mail cover below, mailed February 29, 1940 from Toronto, Ontario to Cairo, Egypt transited via Foreign Air Mail 18 (FAM 18) main route through Baltimore (as per notation), Bermuda, Azores and then Lisbon, Portugal (arrival backstamp 4 MAR 40) where it was directed via KLM/BOAC for transport to London then onward.

The air route from England was then to Marseilles, France, Athens, Greece, Alexandria finally to Cairo. Upon receipt in Egypt a Censor handstamp **M double circle** was applied by the Egyptian Censorship Dept. No arrival date is indicated on the letter.



*Air Mail letter posted February 29, 1940 from Toronto, Ontario to Cairo, Egypt
franked with 10¢ & 20¢ 1938 Pictorial Issue stamps to pay the 30¢ per ½ oz. air mail letter rate to Egypt*

Air Mail via South Trans-Atlantic Route to Kenya

As mentioned several air mail rates and routes to Africa existed, one being the 30¢ per ½ oz. rate for air mail service beyond the United Kingdom to former EAMS countries. This was after the 6¢ per ½ oz. rate was dropped due to the start of World War II.

As can be seen not every item made a safe trip. This **V...** (Victory) slogan patriotic cover was hand-stamped not only **O.A.T.** (Onward Air Transmission), but also received another handstamp **Stamp Off/Timbre detache** (likely a 20¢ stamp) probably due to humid conditions en route while in various planes, trains and land transport vehicles. Mailed October 11, 1941 from Saint John, New Brunswick, this envelope was opened by censor 12T during its travel to Kenya.



*Air Mail letter posted October 11, 1941 from St. John, New Brunswick to Nairobi, Kenya
franked with a 10¢ & (possibly a 20¢) 1938 Pictorial Issue stamp to pay the 30¢ per ½ oz. air mail letter rate to Kenya*

... Mufti Era Postage Rates to Africa

by Gary Steele

Armed Forces Air Letter Rate to Egypt

The Canadian Post Office inaugurated an "Armed Forces Air Letter" service in November 1941. The service involved the use of preprinted "air-graphs" on flimsy lightweight paper like the one illustrated below. The initial postal rate is set at 10 cents and the letter could only be written on the sheet provided. If anything was enclosed in the Air Letter, it would only be sent by ordinary (surface) mail. At first, the air-graph service was only to be used for messages to be sent from Canada to Armed Forces personnel overseas. In July 1942, the service was extended to civilian recipients overseas. The Post Office discontinued the Air Letter service in July 1945. The study of air letter forms and destinations during its brief period of issue can represent quite an interesting field of research for philatelists.

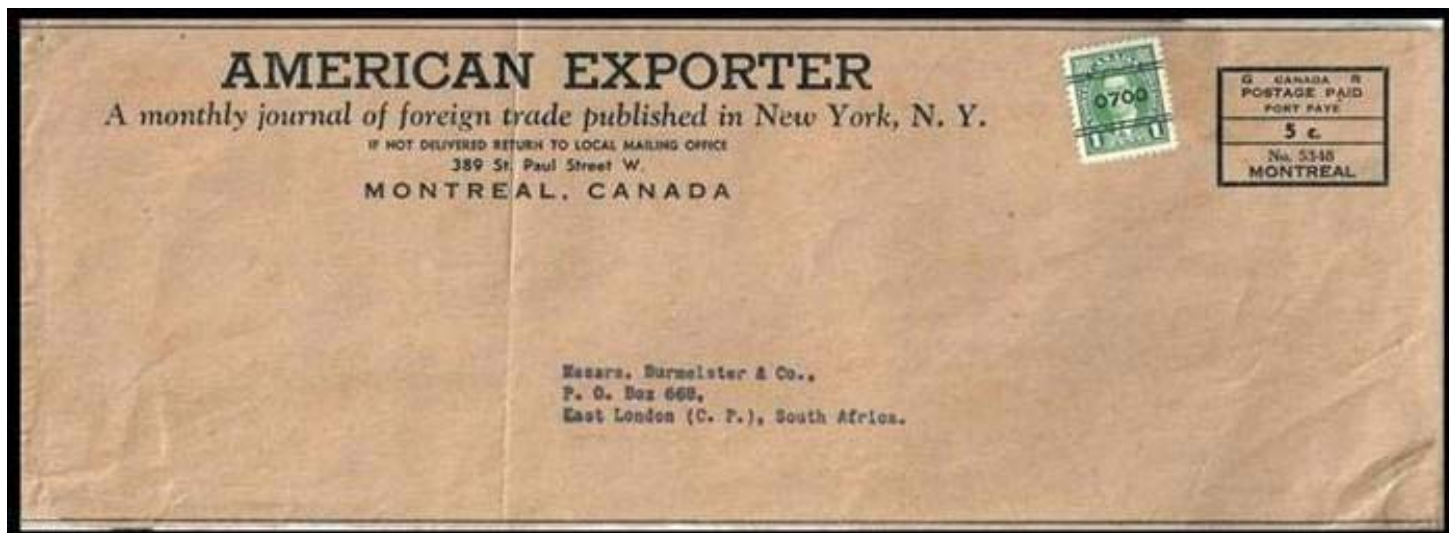
The Air Letter shown below was mailed from Montreal June 15, 1942 and arrived 51 days later in Egypt on August 5th



*Armed Forces Air Letter mailed June 15, 1942 from Montreal, Quebec to Abu Sueir, Egypt
franked with a 10¢ 1938 Pictorial Issue stamp to pay the 10¢ Air Letter rate to Armed Forces personnel stationed overseas*

Periodical Fee to South Africa

This particular POSTAGE PAID permit item No. 5348 from Montreal required extra postage of 1 cent paid with a precancelled 1937 1¢ Mufti stamp (Montreal 0700) probably due to extra weight. The rate would have been 6 cents periodical fee for up to 12 ounces at a 1 cent per 2 ounce rate. There appears to be no classification under Third Class Matter for the mailing of Monthly Journals, thus the reason for probably a second class permit.



*A 5¢ Postage Paid Publication Wrapper mailed from Montreal, Quebec to East London, Cape Province, South Africa
franked with an additional 1¢ 1937 Mufti issue stamp to pay the 6¢ fee for a publication weighing up to 12 ounces*

An Interesting 3¢ Mufti Era Cover to Australia (*cont'd from pg. 1*)**by Doug Lingard**

There are a number of interesting cancels, postage due and other markings on both sides of the envelope, including, Sydney (Australia) Dead Letter Office hand stamps on the front and reverse plus an Ottawa Dead Letter office hand stamp on the reverse. Australian Post Office markings on the envelope indicate the letter passed through the Sydney G.P.O. on June 5th, then on to the William Street branch on June 6th. During the next four weeks, the letter was redirected to 103 Victoria Street, Darlinghurst, a Sydney suburb bounded on one side by William Street. It left the Williams Street branch July 4, 1939 for a stopover in the Sydney DLO July 5th and then on to the Ottawa DLO, arriving August 9, 1939.



*First Class letter mailed May 12, 1939 from Montreal, Quebec to Sydney, Australia
franked with a single 3¢ 1937 Mufti stamp which underpaid the 6¢ per ½ oz. rate for a letter sent to an EAMS destination*

What I find most interesting about this cover was the fact that it was dispatched as an Empire air mail rated letter even though the sender apparently did not request this service. I believe the details surrounding Canadian mail sent to EAMS destinations in 1938-39 is an area that could benefit from further research by our Study Group. What follows below are my thoughts on how this letter was handled by the postal authorities at the time. Hopefully other Study Group members will be able to add to these comments.

The letter has a T 30 CENTIMES circle hand stamp to indicate that the equivalent of 6¢ of Canadian (double the 3c deficiency) was due on delivery in Australia. At the time 1 Canadian cent was equivalent to 5 centimes. There is also an Australian T 3 boxed inside hand stamp under the Sydney DLO marking which I would guess indicates that the equivalent amount due was 3d (pence) Australian.

The front of the cover features a "PLEASE ADVISE YOUR CORRESPONDENTS THAT / THE LETTER RATE FROM CANADA IS SIX CENTS / PER HALF OUNCE. This hand stamp appears on top of the Sydney DLO hand stamp but underneath the UNCLAIMED AT WILLIAMS ST. handstamp which would imply that the "Please advise..." message had been applied by Australian postal authorities. This message also confirms that the cover was dispatched at the 6¢ per half ounce EAMS rate and was not an overweight surface letter.

Upon return to Canada, it seems that the Canadian Post Office collected the 6c postage due plus an additional 3c which may have been a charge for processing the letter through the Ottawa DLO as signified by the "TAX 9¢" in pencil in the left hand corner of the cover front. If the extra 3¢ collected by the Canadian post office was not a DLO charge, would any member be able to offer an alternative explanation?

The markings on this cover raise an interesting question about Canadian mail and the EAMS. During the slightly more than five months between April 1, 1939 to September 5, 1939 when the EAMS was in operation to Australia and New Zealand, did the Canadian post office send all letters to Australia and New Zealand via the EAMS, even if they were only paid at the 3c Empire surface rate? If this was indeed the situation, and the "Please Advise etc..." hand stamp would seem to support this conclusion, it would be one of the few times when a the post office dispatched mail by a more costly service than requested by the sender.

To conclude, I am wondering if other members have any covers paid for surface mail dispatch to Australia or New Zealand destinations in the April 1939 to September 1939 period and if so, how were they treated? Perhaps if some other covers are reported, we can document how surface paid mail to Australia and New Zealand was indeed handled during this brief five+ month period.

Finally, I would like to thank our Editor, Stephen, for the work he undertook in the preparation of this article, particularly, among other things, the research conducted into Australia's entry into the EAMS.

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Studying King George VI First Day Covers

IV. The Royal Visit Issue of 1939

By Gary Dickinson

Introduction

The month-long visit of King George VI and Queen Elizabeth to North America in May and June, 1939 was an occasion for a tremendous outpouring of the cachet makers' art. The volume and variety of cachets prepared for the Royal Visit exceeded the number for the Coronation in May, 1937. Unlike the Coronation, which occurred in one place on a single day, the Royal Visit spanned a one month period from May 17 to June 17 and encompassed Canada, the United States, and Newfoundland. Each country's cachet makers produced many different cachets and variations of cachets to mark the occasion, local stops on the tour were recognized as well as the Royal Visit as a whole, and some cachets that were intended for use in one country were actually used in two or three.

The scope of cachet production for the Royal Visit of 1939 has thus far outstripped the attempts to catalogue it. The purpose of this article is not to attempt to develop a catalogue or even to show a broad range of representative examples. Rather, some of the more interesting and unusual cachets and their variations and uses are highlighted and discussed merely to suggest the scope of the challenge awaiting any FDC collector seeking to enter or master this complex field.

To commemorate the Royal Visit, Canada issued three stamps (Scott No. 246, 247, and 248) in denominations of 1 cent, 2 cents, and 3 cents on May 15, 1939, the intended date of arrival the Royal couple in Quebec City. The majority of Canadian FDC's are found with all three values of the issue. Newfoundland issued a single 5 cent stamp (Scott No. 249) on June 17, the day of their Royal Visit. The United States did not issue any stamps specifically for the Royal Visit, although numerous cachets were published to commemorate it.

The total number of different cachets produced during the Royal Visit in Canada, Newfoundland, and the United States probably exceeded 300. As was the case with the Coronation issue of 1937, both Estus (3) and Ethier (4) have illustrated on their websites the cachets known to them. Fifty different cachets are shown by both Estus and Ethier, 24 are shown by Ethier alone, and 84 are shown by Estus alone. Allowing for further discoveries, there are probably some 175 to 200 different cachets extant for Canadian first day covers for the Royal Visit issue. Estus also shows 60 cachets for the United States visit and 43 for Newfoundland giving an overall total of at least 300 different cachets for the Royal Visit, although not all cacheted covers would be FDC's as the U.S. did not issue any Royal Visit stamps.

In addition to the collections shown by Estus and Ethier, others have made published forays into this area of study. The first attempt to catalogue relevant Canadian cachets was made by Melvin L. Baron in 1978 in the periodical *First Days*. Baron (1) listed and described 54 different cachets although only five were illustrated, rendering identification somewhat difficult at times. In two other brief articles in *First Days*, Wayne P. Gasper (5, 6) focused on cachets prepared by cachet makers in the United States for the Canadian Royal Visit issue. Among those who had done so were such distinguished cachet makers of the era as Walter Crosby, Fred Sanders, Harold Ioor, Ludwig Staehle, and J.W. Clifford. More recently, Glenn Estus (2) has described and illustrated a wide range of covers featuring thermographic and photographic cachets for the Royal Visit to North America. The great majority were Walter Crosby products, but other cachets were included in Estus' review.

Common Cachets used in Canada, Newfoundland & the United States

The cachet shown in Figure 1 was used in Canada, the United States, and Newfoundland. Its four-colour design was sufficiently general to represent all of the Royal Visit to North America without necessitating any variations. A map showed all of the stops on the tour along with accompanying flags, portraits, and text. The Canadian FDC was mailed to Wellington, New Zealand and postmarked with Beebe, Quebec circular date stamps on May 15 while the U.S. cover was addressed to Hamilton, Ontario and postmarked with a June 8 Royal Train machine cancellation. The Newfoundland FDC was sent to Brantford, Ontario and postmarked with a Royal Landing, Holyrood cancellation on June 17. This was one of two Newfoundland cancellations used that day to mark the Royal Visit.

A second group of cachets, shown in Figure 2, illustrates how a resourceful cachet maker was able to take a basic design and adapt it for use in the three North American portions of the Royal Visit. The central section of the design in each case shows portraits of the King and Queen, a pair of flags, and six maple leaves. The only variation among the three cachets in this central portion is that the U.S. cover shows the American flag. The red text at the top of the cachet is different in each case, as is the blue text at the bottom. The Canadian cover, addressed to Brooklyn, New York is postmarked with a French language Train Royale cancellation, the U.S. cover to Montreal has a June 9 Royal Train-Railway Mail Service cancel, and the Newfoundland FDC has a St. John's postmark illustrating the second of the two Royal Visit cancellations of June 17.

... George VI FDC's - IV The 1939 Royal Visit

by Gary Dickinson

Common Cachets used in Canada, Newfoundland & the United States (cont'd)

Figure 1. Three Common Cachet FDC's used in Canada (mailed May 15, 1939 from Beebe, Quebec to Wellington, New Zealand), United States (U.S.A. Royal Train R.P.O. mailed June 8, 1939 to Hamilton Ontario) and Newfoundland (Royal Landing, Holyrood mailed June 17, 1939 to Brantford, Ontario).



Figure 2. Three cachets of a common basic design, with minor variations for Canada (Train Royale to Brooklyn, NY on May 15), United States (Royal Train R.P.O. to Montreal, QC on June 9), and Newfoundland (St. John's, NL to Oxford, Kansas.)

... George VI FDC's - IV The 1939 Royal Visit

by Gary Dickinson

Two Colour All Over Cachets

The attractive, two-colour all-over cachets shown in Figure 3 were sponsored by the Ogilvie Stamp Club based in Montreal. They are identical except for the line of text below the portraits of the King and Queen which on the upper cover reads "Royal Train Postmark Cover" and on the lower cover reads "First Day Cover." The first day cancellations are the French Train Royale on the top cover and Montreal on the bottom cover.

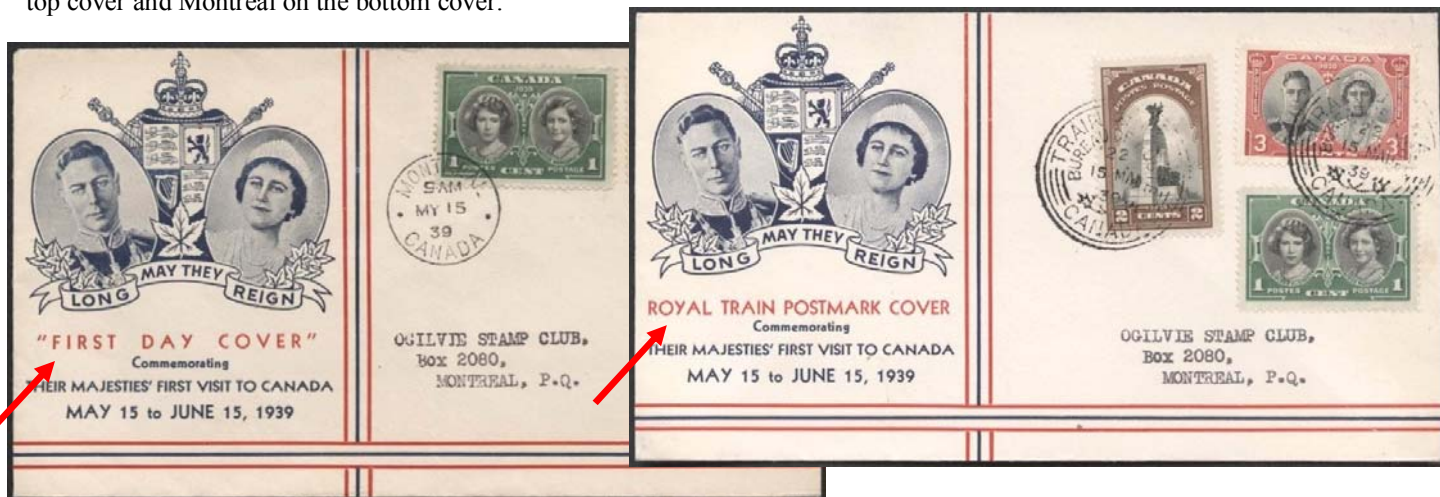


Figure 3. Twin Ogilvie Stamp Club cachets dated May 15, 1939, both addressed to the Club in Montreal, one a with Train Royale circular cancellation and inscribed "Royal Train Postmark Cover" and the second with a Montreal CDS inscribed "First Day Cover"

Matching Royal Visit Cachet & Stamp Colours

Another approach to creating variety in a basic cachet adopted by some makers was that of using different colours for a common design. Figure 4 shows the three cachets produced by Miss W. R. Smith of Toronto for the Royal Visit issue. The three cachets for the 1, 2, and 3 cent denominations were printed in the same colours as the three stamps. Apart from that, the only difference among the cachets was the addition of the words "First Day Cover" at the top of the 2 cent cachet. Miss Smith apparently had friends in the post office who weren't insistent that she pay full postal rates for her covers!



Figure 4. A trio of Miss W. R. Smith cachets, all addressed to her in Toronto, with the 1 cent and 2 cent denominations postmarked Toronto Terminal A and the 3 cent with a Royal Train flag cancellation, all on May 15.

... George VI FDC's - IV The 1939 Royal Visit

by Gary Dickinson

Royal Visit Cachet Colours Variations

A frequent user of colour and shade variations was Harold Ilor whose cachets for the Royal Visit issue were produced in a standard design, but whose covers were printed in a great variety of hues. Shown in Figure 5 are ten different colour variations for his Royal Visit cachets. Even the basic design for these cachets was borrowed from a similar one, usually seen in purple, which he produced for the Coronation in 1937 and which has the same central picture and frame with some differences in text.



Figure 5. Colour variations on a Harold Ilor basic cachet design including shades of orange, brown, green, purple, grey and blue.

... George VI FDC's - IV The 1939 Royal Visit

by Gary Dickinson

Misused Royal Visit Cachets

The next three covers shown (Figures 6, 7, and 8) are all examples of cachets that were used as Royal Visit issue FDC's in Canada although they were designed for other purposes. The first of this trio is a Crosby photographic cachet, shown in Figure 6 (below right), designed as a commemorative cover for use in the U. S. as the text reads, "United States of America/ Welcomes/ Their Majesties the King and Queen and T.R.H./ The Princesses Elizabeth and Margaret Rose." This cover is franked with the 1 cent and 2 cent values to pay the 3 cent surface rate from Canada to England.

A cachet intended for use in Newfoundland but used instead in Canada is shown in Figure 7 (below left). The text reads "Commemorative/ of/ Royal Visit/ King George and Queen Elizabeth/ Newfoundland/ May 1939." The cover is addressed to Granville Ferry, Nova Scotia and postmarked on the Royal Train on the day of issue.

Figure 7. A Newfoundland text-only cachet cover used in Canada with two Royal Train cancellations mailed to Granville Ferry, NS May 15, 1939.



Figure 6. A U.S. (Crosby cachet) cover used in Canada with two Royal Train May 15, 1939 cancellations bearing 3¢ postage to pay the first class letter surface rate to United Kingdom destinations

A souvenir cover apparently left over from the Coronation issue of 1937 was used as a Royal Visit FDC as shown in Figure 8. This cover was published by Stamp Collecting Ltd. of London, England and intended for use with the 3 cent Coronation stamp issued some two years earlier than the three denominations issued on May 15, 1939. The two-colour cachet features a portrait of the King topped by a crown, with the text "King George VI/ Crowned/ May 12th, 1937" appearing in blue letters below the portrait. The cover is addressed to Windsor, Ontario and has a pair of Windsor CDS cancellations.



Figure 8. Last day cover showing the Empress of Britain, franked with the three 1939 Royal Visit Issue stamps, addressed to Montreal, and cancelled with Halifax CDS markings.

... George VI FDC's - IV The 1939 Royal Visit

by Gary Dickinson

The Royal Visit - Last Day Cover

The final cachet featured in this article is a "last day" rather than a "first day" cover, but is included here as a lovely example of the many cachets that were produced to mark specific events along the Royal Visit route. It features a silver picture, not easily reproduced, of the Empress of Britain upon which the King and Queen departed Halifax for England with a one-day stop in Newfoundland en route. The cover is addressed to Montreal and has a pair of Halifax CDS cancellations dated June 15, the day of departure.

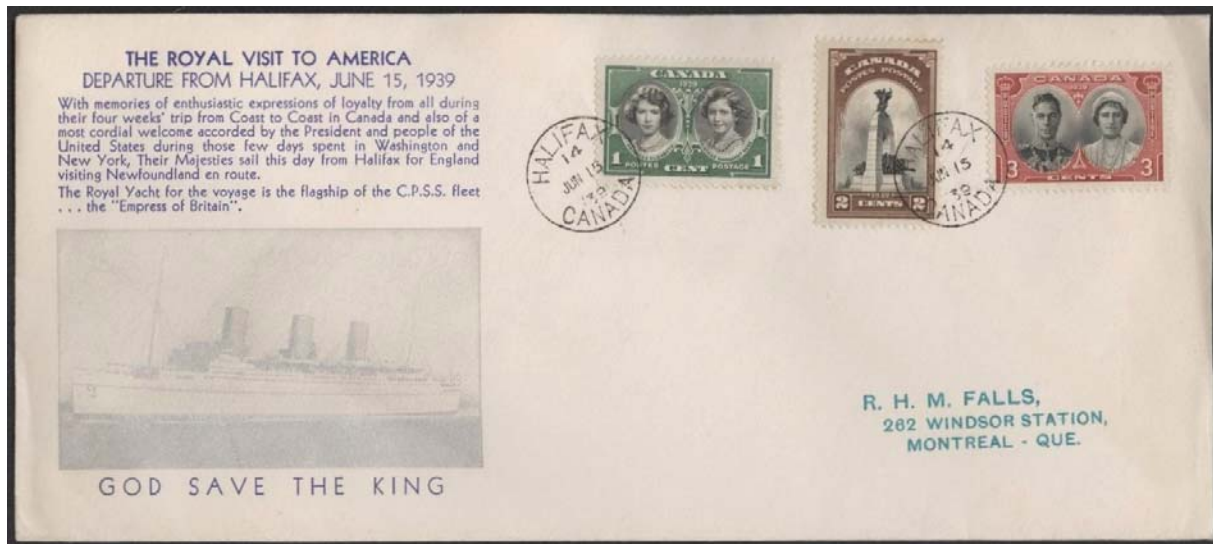


Figure 9. Last day cover showing the Empress of Britain, franked with the three 1939 Royal Visit Issue stamps, addressed to Montreal, and cancelled with Halifax CDS markings.

Conclusion

The few cachets shown in this article only scratch the surface of a tremendously diverse and complex array of FDC's that were produced for Canada's Royal Visit issue of 1939. As a month-long traveling event, the Visit stimulated North American cachet makers to generate an incredible number and variety of products reflecting the celebratory mood that permeated Canada, Newfoundland, and the United States during that period. Almost 70 years later, the results of that productivity are still not completely known and catalogued, and it awaits the work of an enterprising collector or group of collectors to document fully those achievements.

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The 1937 Coronation Flag Cancellations of Canada - Revisited

By Gary Dickinson

Introduction

The previous Issue 11 of the Post & mail included an article about the 1937 Coronation flag cancellations of Canada. It summarized previous research, described the varieties of dater hubs and flags, and presented a checklist of dates and times of usage of those cancellations. The main purpose of the current article is to expand upon the checklist information based on subsequent reports from the readers of the article in Issue 11. An error from the first article is also corrected.

Dates and Times of Use

The original article identified a total of 174 different dates and times of usage of the 1937 Coronation flag cancellations. In response to the author's request for additional dates and times that might be recorded for the use of the 1937 Coronation flag cancellations, Harold Houston, Malcolm Newton, and Stephen Prest reviewed their collections and forwarded additional information pertaining to usage. Their reports are incorporated in the revised (December 2007) checklist shown below which now includes a total of 272 dates and times, an increase of 56% over the original checklist.

The most frequently reported date continues to be Monday, May 10th, the official first day of issue for the 3¢ cent Coronation stamp and the 4, 5, and 8¢ values in the Mufti series. May 10th accounted for 49% of the dates and times listed while May 11th to May 15th each accounted for between 8% and 14%. The least frequently reported dates were May 16th with three uses and May 17th with one. Some 74% of the cancellations were P.M. times while 24% were in the A.M.

A new variety of the London, Ontario dater hub was reported in the previous article and labeled Variety I. The only date and time of usage for this variety noted was 8 A.M. on May 10th. No further usages were reported by the respondents. The potential May 9th usage at Hamilton was not confirmed by any of the respondents.

A Correction Regarding Winnipeg Dies

In the original article, the text pertaining to the Winnipeg dies was somewhat garbled, such that, it was difficult to differentiate accurately between the two dies based on the information given. Corrected figures and text for that section of the article appearing in Issue 11 are shown below.

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 II than Die I.



Winnipeg Die I



Winnipeg Die II

Conclusion

Detailed study of the 1937 Coronation flag cancellations has continued to yield new information some 70 years after they first appeared and more is likely to be uncovered in the future. I would continue to welcome the receipt of additional usage dates and times, and any other pertinent information, at gandbdickinson@shaw.ca.

Table 1 - Checklist of 1937 Coronation Flag Cancellations (Dec 2007)

Page 1 of 2

			Date & Time Indicia - May 1937						
			<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, 10, 11	5, 6	12:30	7	4:30, 6	8, 9	
Charlottetown	50-2	A.M.	11	●	●	●	●	●	
		P.M.	3, 7						
Edmonton	50-3	A.M.	10	●	11:30	●	—	—	
		P.M.	12:30, 2, 3, 10		—		8	8	
Fort William	50-4	A.M.	10	—	●	—	—	—	
		P.M.	12:30, 5:30	8:30, 11:30		8:30	8:30	2:30	
Fredericton	50-5	A.M.	10	●	●	—	●	●	
		P.M.	1, 4, 5			1, 6			
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		1:30		5:30		
Hamilton	50-7	A.M.	7:30, 9, 10:30	—	9, 10	8:30	—	—	Possible May 9, 1937 cancel identified
		P.M.	1:30, 3, 5, 5:30, 6, 10:30	6, 3	—	12	8	2, 7:30	
London Hub I	50-8	A.M.	8	—	—	—	—	—	Possible May 10 use only
		P.M.	—						
London Hub II		A.M.	11,	●	11	—	—	●	
		P.M.	12:30, 4, 6, 11:30		11:30	6, 8	12:30, 6		
Montreal Die 1	51-1	A.M.	9	—	9, 11	—	●	—	
		P.M.	2, 3, 4, 5, 6, 9, 12:30	6	1	2, 4, 10		2	
Montreal Die II	51-1A	A.M.	9	—	—	1	11	—	
		P.M.	12:30, 4, 5:30, 11:30	8, 10	3, 6, 12:30	11:30	—	1:30, 7	
New Westminster	50-9	A.M.	7	—	●	—	●	●	Cancel reported for May 16 - time unknown
		P.M.	1, 6, 8	6		4			
North Battleford	50-10	A.M.	6:30	—	●	●	●	●	
		P.M.	—	1					
Ottawa	50-11	A.M.	8, 10, 12	—	10	12	—	—	Cancel confirmed for May 17 @ 6 P.M.
		P.M.	4, 5, 6, 7, 8, 9, 11, 12	7	2, 8	—	7, 10	9	

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

Table 1 - Checklist of 1937 Coronation Flag Cancellations

Page 2 of 2

<u>City</u> <u>No</u> ⁽¹⁾			<u>Date & Time Indicia in May 1937</u>						<u>Comment</u>
			<u>10</u>	<u>11</u>	<u>12</u>	<u>13</u>	<u>14</u>	<u>15</u>	
Port Arthur	50-12	A.M.	11	●	●	—	●	●	
		P.M.	4:30			6:30			
Quebec	51-2	A.M.	8	●	●	●	—	—	
		P.M.	7				7	8	
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, 9	5:30, 6	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, 12:30	—	4, 6, 8	2:30	
Saint John	50-15	A.M.	9, 11:30	●	11:30	●	1	—	
		P.M.	3:30, 6		—		—	2:30	
Toronto Die I	50-16	A.M.	9:30, 10:30	—	10:30	—	—	—	
		P.M.	2:30, 3:30, 5:30, 8:30	8:30, 11:30	1:30	1:30, 9:30	9:30	11:30	
Toronto Die II	50-16A	A.M.	—	5:30	9:30, 10:30	9:30,	—	●	
		P.M.	2:30, 3:30, 4:30, 5:30, 6:30, 7:30, 8:30, 9:30, 11:30	1:30, 3:30, 8:30	—	—	3:30		
Vancouver	50-17	A.M.	10, 11, 12	11:30	9	—	—	—	
		P.M.	1, 3, 4, 5, 6, 7, 10	2, 7, 12:30	5	1, 7	6	2, 3, 7	
Victoria	50-18	A.M.	8, 10	●	—	●	●	—	
		P.M.	1, 4, 11		1			4, 8	
Windsor	50-19	A.M.	10:30	—	—	●	—	10:30	Cancel reported for May 16 - time unknown
		P.M.	2:30	8:30	2:30		4:30	2:30	
Winnipeg Die I	50-20	A.M.	2, 6, 10:30	—	6, 8	—	—	2	
		P.M.	1, 1:30, 4	5	—	1, 5, 8	5:30	—	
Winnipeg Die II	50-20A	A.M.	2, 6, 10:30	●	2	—	●	—	
		P.M.	4, 5:30, 10		1	8		4	

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

► Eclectic Covers - Part III

... a column featuring an eclectic mix of Canadian postal history items from the King George VI period. This Part II column features parcels sent at letter rates, bisects and a telegraph cover. The Eclectic Covers column is a great place for Study Group members to display individual unusual or special items in their collections. Members are encouraged to send such items to share with your fellow collectors.

No Reduced Airmail Rate for Post Cards – by Louis Fiset

This 2-cent 1938 Type 5 (straight line) CANADA POST CARD was up-rated to 5 cents by the writer in attempt to receive airmail service for a business related message to Vancouver. While the rate for post cards was 1¢ lower than regular letters, a reduced rate for post card forwarded by airmail did not exist and the 6-cent one-ounce letters forward airmail rate was applied for post cards. Postmarked St. Catharines, Ontario on December 7, 1941, the post office correctly assessed 2-cents double deficiency postage due on the card.



1938 2¢ Postal Stationery Post Card forwarded by Air Mail December 7, 1941 from St. Catharines, Ontario to Vancouver B.C. franked with an additional 1937 3¢ Mufti stamp which short paid the 6¢ airmail rate to destinations in Canada

1951 Capex Issue pays Airmail Letter Rate to Germany

Illustrated below is an airmail cover sent from Winnipeg on October 18, 1951 to Baden in the French Zone of West Germany. The three 5¢ 1951 Capex issue stamps pay the 15¢ per ¼ oz. air mail rate to Europe. This rate was in effect from Nov. 1, 1946 until June 30 1953. I have had a great deal of trouble finding commercial uses of the three lower values of the 1951 Capex issue. There seems to be lots of examples of the 15¢ but the rest are a challenge. In the past six months I have found perhaps three or four. Lots of FDCs but that is not what I want. I wonder if anyone else has had the same problem or have I just been unlucky? Members who may wish to provide further comment can contact me directly by email at mrmacis@shaw.ca or through the Editor.



Air Mail letter posted October 18, 1951 from Winnipeg Manitoba to Baden, West Germany (French Zone) franked with three 1951 5¢ "Steamships" Capex Issue stamps to pay the 15¢ per ¼ oz. air mail rates to destinations in Europe

TOPICS Revisited - Part IX (BNAPS TOPICS Vol. 19 - 22)*by Gary Dickinson***Introduction**

This TOPICS Revisited column covers references to KGV related items that appeared in BNA TOPICS Volumes 19 to 22 (Whole Nos. 197 to 239) issued between 1962 to 1965 inclusive.

Flag Cancellations

In a new series, **Ed Richardson** wrote “*Flag Cancellations: Part IV—The Modern Period 1948-1953*” in **BNA Topics Vol. 20, Whole No. 211** (April, 1963) pp. 105-107. Flag cancellations from 1948 and 1950 were discussed.

“Little Norway”

In a Letter to the Editor in **BNA Topics Vol. 19, Whole No. 199** (March 1962) pp. 62-63, **Lloyd W. Sharpe** reported on a number of letters he had received from other philatelists providing further information regarding Little Norway.

Military Mail & Postmarks

Lloyd W. Sharpe described and gave illustrations of a large number Auxiliary Service covers in his article entitled “*Auxiliary Services Covers of Canadian Armed Forces*” (eg. Salvation Army, YMCA) in **BNA Topics Vol. 19, Whole No. 199** (March 1962) pp. 65-68, 76. The covers were drawn from both WW I and WW II with the majority from the former. Sharpe presented additional examples, many submitted by readers, in a follow-up article “*Auxiliary Services Covers*” in **BNA Topics Vol. 19, Whole No. 203** (Jul.-Aug. 1962), pp. 168-172.

“*Our Honour Envelopes*” (letters to family members that were subject to censorship at the base rather than the unit level) were introduced by **Lloyd W. Sharpe** in an October, 1962 article in **BNA Topics Vol. 19, Whole No. 205** pp. 227-229, 234. Additional covers submitted by readers were described by Sharpe in a subsequent article “*Honour Envelopes: Some Additional Notes*” in **BNA Topics Vol. 21, Whole No. 220** (Feb. 1964) pp. 43-46. The same title was used for a third and final article presenting a “*Checklist of Honour Envelopes*” in **BNA Topics Vol. 21, Whole No. 221** (Mar. 1964) pp. 68-69.

In an article titled “*War Covers: Cancellations*” in **BNA Topics Vol. 19, Whole No. 203** (July-Aug. 1963) p. 185, **Lloyd W. Sharpe** discussed a well-traveled WW II cover.

Newfoundland

In a follow-up to a 1953 study, **Dan Meyerson** listed known “*Newfoundland Plate Blocks*” in **BNA Topics Vol. 19, Whole No. 204** (Sept. 1962) pp. 211-213.

Dan Meyerson’s “*Trail of the Cariboo*” column noted a newly-reported variety of the 3¢ “*Queen Elizabeth*” stamp of the 1941-44 Definitive Re-issues (Waterlow Printing) in **BNA Topics Vol. 20, Whole No. 210** (Mar. 1963) pp. 71-72.

Official Stamps - Perforated

Roy Wrigley provided an overview of “*Canada OHMS Official*” issues in his article in **BNA Topics Vol. 19, Whole No. 203** (July-Aug. 1962) pp. 174-175.

Roy Wrigley’s article “*Canada OHMS Officials ‘On Cover’*” in **BNA Topics Vol. 21, Whole No. 226** (Sept. 1964) pp. 209-210 reviewed the use of these stamps by government departments for official correspondence. In a subsequent issue of **BNA Topics Vol. 21, Whole No. 228** (Nov.-Dec. 1964) p. 285, **F. Walter Pollock** pointed out two “glaring errors” in the Wrigley article in a Letter to the Editor.

Postal History

L. W. Sharpe’s article on “*Canadian National Exhibition Philately*” in **BNA Topics Vol. 19, Whole No. 204** (Sept. 1962) pp. 209-211 included one scarce cover from the “*Mufti*” era.

In a Letter to the Editor, **Rob Woodall** sought information about three Eastern Arctic Mail covers addressed to Rev. N. Cole in **BNA Topics Vol. 21, Whole No. 225** (Jul.-Aug. 1964) p. 167.

Postal Markings

L. W. Sharpe discussed and illustrated a specific postal marking on WW II covers in his article “*War Covers: Mail Service Suspended*” in **BNA Topics Vol. 19, Whole No. 202** (June 1962) p. 157.

► TOPICS Revisited (Part IX - BNAPS TOPICS Vol. 19 - 22) ... continued

Postal Stationery

Mark L. Arons summarized some additional information provided by readers of his earlier comments regarding Forces Air Letters used during WW II in his column "Postal Stationery Panorama" in **BNA Topics Vol. 19, Whole No. 198** (Feb. 1962) pp. 40-41.

Among the covers discussed by **Mark L. Arons** in "Postal Stationery Panorama" in **BNA Topics Vol. 19, Whole No. 203** (July-Aug. 1962) pp. 181-184 are two (U51 and U53) from the KG VI era showing added Special Delivery and meter frankings.

Post Office History, Correspondence & Regulations

Gordon Lewis listed 27 post offices in remote areas of Canada that were opened between 1931 and 1939 and were accessible only by plane in his article "Getting First Day Cancels from New Post Offices in Canada" in **BNA Topics Vol. 21, Whole No. 226** (Sept. 1964) p. 213.

Production & Quantities Issued

"The Elusive Fifty: Supply and Demand in Modern Canada" article by **Merv Quarles** appeared in **BNA Topics Vol. 22, Whole No. 230** (Feb. 1965) pp. 45-47. He identified and ranked the 50 Canadian stamps with the lowest quantities issued. Among the list were 15 issues from the KG VI era, all but two of which were official stamps led by the sixth scarcest (O9) and seventh scarcest (O27).

Registration Markings

E. L. Piggott presented "An Interesting Wartime Mail Registered Cover" addressed to Bing Crosby in **BNA Topics Vol. 19, Whole No. 207** (December 1962) p. 319.

Secret (or Hidden) Dates

The series of brief notes by **R. H. Larkin** about secret (hidden) dates continued in **BNA Topics** with the following KG VI era issues:

Vol. 19, Whole No. 207 (Dec. 1962) p. 323, the 4 cent Grain Elevator of 1942.

Vol. 20, Whole No. 208 (Jan. 1963) p. 23, the 14 cent Ram Tank of 1943.

Vol. 20, Whole No. 209 (Feb. 1963) p. 51, the KG VI definitive issue of 1949.

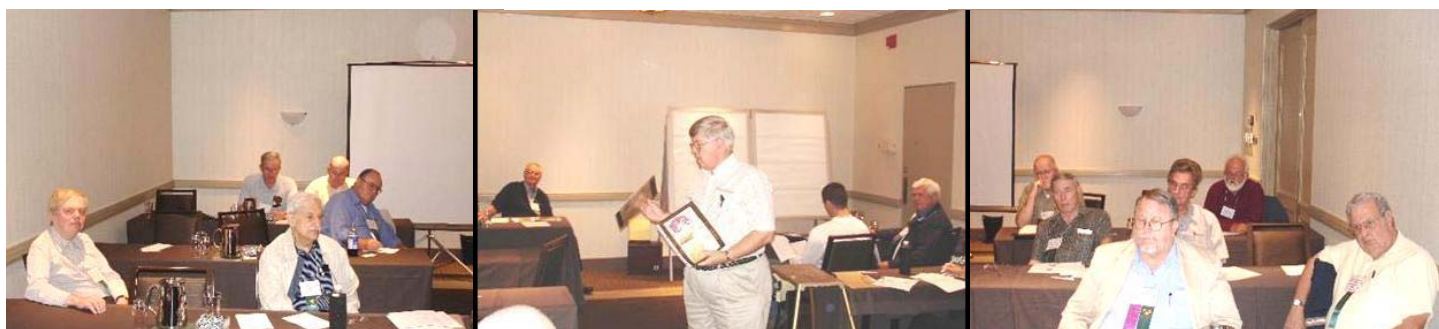
Vol. 21, Whole No. 225 (July-Aug. 1964) p. 176, the 10 cent Memorial Chamber of 1938.

Vol. 22, Whole No. 237 (Oct. 1965) p. 236, the 13 cent Halifax Harbour of 1938.

Vol. 22, Whole No. 239 (Dec. 1965) p. 303, the 10 cent Peace Tower of 1942.

An article by **William Pekonen** titled "The 'Half-Secret' Error of Canada" appeared in **BNA Topics Vol. 22, Whole No. 239** (Dec. 1965) pp. 311, 314. It described how to detect the hidden dates in 1960's issues and in postage due stamps including J18.

► George VI Study Group Meeting - BNAPEX 2007



Mike Street Earle Covert
Jim Woodfill
Robert Haslewood Irv Singer

Stephen Prest

William & Hugh Delaney
Doug Lingard

John Burnett Barrie Atkinson
Michael Dicketts Graham Cooper
John Wynns Marc Issacs

► Member's Corner

Two BNAPSers joined the Study Group in the second half of the year; **Irv Singer** and **Graham Cooper**. Irv's collecting interests lie in coil issues of the George VI reign. Graham is a well known collector in King George VI Commonwealth circles and has interests in all facets of the stamp issues of Canada and Newfoundland.

A number of Study Group members have exhibited aspects of their collections during the past six months, including **David Whiteley** with his "Airmail Covers to Overseas Destinations (Except North America & Mexico) 1927-1942 at both the Royal*2007*Royale and Vanpex 2007. **Louis Fiset** exhibited his "Japanese Canadians in WWII at the APS StampShow 2007 in Portland, Oregon and also at Vanpex 2007 where he received Gold and the BNAPS "Best 2 "n" 4 Exhibit" award. **Doug Lingard's** "The Royal Train" was placed in the Court of Honour at the 2007 Royal.

Earlier in the year **John Munro-Cape** exhibited "The One Cent of the Canadian War Issue" at Orapex and **Tom Gosse** won Gold, Grand Award & Best BNA Exhibit for his "Newfoundland King George VI" at the Edmonton Spring National. Study Group members who exhibited non George VI period material in 2007 included **John Wynn's**, **John Burnett**, **Earle Covert**, **Gary Steele** and **Robert McGuinness**.

A number of members including **Doug Lingard**, **Barry Denard**, **Patrick Moore**, **Mike Street** and **Larry Goldberg**, wrote to your Editor with thanks for the update provided of the Study Group meeting held at BNAPEX 2007 in Calgary. **Mike Street**, ever the eagle-eye for editing, picked up the consistent misspelling of the word "stationery" by the Editor for which your Editor is very thankful.

Judith Edwards writes just to say "I have finally galvanized myself into action and hopefully can supply an answer to Hugh Delaney's question about the 9¢ airmail rate as raised in his article appearing in Issue 11 of the Post & Mail. In 1933 Newfoundland was bankrupt and subsequently came under the control of the Crown Agents in London. Therefore in May 1942 the Newfoundland Post Office found itself under the auspices of British Post Office who, amongst other things, dictated postage rates. The pre-war airmail rate from Great Britain to Newfoundland for ½ ounce was 1s 3d (i.e. 15 pence - or 30¢) and the Newfoundland to Britain rate was similarly 30¢. Similarly the pre-war airmail rate from Newfoundland to the United States was 15¢. However, I have checked my first flight covers of the Moncton flight and all bear the 9¢ rate as stated in the Newfoundland Department of Posts and Telegraphs post card; I do not know when this reduction was introduced."

► Study Group - BNAPEX 2007

Notes of the Study Group meeting held at BNAPEX 2007 in Calgary have been circulated separately to members. Some telling photographs taken by **Simon Claughton** can be found at the bottom of page 29 of this issue.

► 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@coldwellbankerpr.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.