



KING GEORGE VI POST & MAIL

May - August 2006

Issue 9

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1938 \$1 Chateau de Ramezay Multiple - by Gary Steele

It is always enjoyable adding an item which might fit into a special category like, the most postmark strikes on a cover or, something like John Frith's "Cover by Many Names" article in Post & Mail Issue 2 which identified nine separate collecting specialities his cover might fit. Recently, I acquired the item pictured below which is, as far as I am aware, the largest reported usage of the 1938 \$1.00 Chateau de Ramsay stamp on a single cover. This large envelope was mailed from Toronto October 17, 1940 by the Royal Bank of Canada to the National Bank of New Zealand, Auckland and franked with \$14.25 in postage which paid 19 times the 75 cents per ½ ounce Trans-Pacific Air Mail Clipper rate for an envelope weighing between 9 and 9.5 ounces.

Of the fourteen \$1.00 stamps on the envelope, a block of ten appears to have been taken from the top two rows of a sheet of stamps. Some narrow strips of selvage can be seen on the left top and right sides of the block which indicates the block may well have come from the top of one of the two lower panes of the \$1 Chateau. While there are no receiving date stamps to indicate when the envelope might have arrived in Auckland, it was however stamped as Authorized by the Foreign Exchange Control Board and initialled.



► Chairman's Notes - by Gary Steele

This is a busy time of year to start off the stamp collecting (postal history) season with BNAPS in early September, Vanpex and the RPSC Royal 2006 in Calgary and our National/regional show in Halifax a few weeks ago. I want to thank anyone that made the King George VI Study Group meeting in Sudbury as I was unable to make it.

So now that everybody is hyped up and looking for the next venture the question is what is the King George VI Study Group planning? One idea that I have been contemplating bringing up for discussion among Members is how we can add to the known research of King George VI material. There has been very little written up in the past decades other than a few rate books for parts of the 1937-1952 period or an odd postal history article. As most know, there is a wealth of material from the Archives Canada at www.collectionscanada.ca with a philately and postal history section.

I have been discussing with some of the Members the possibility of our group purchasing a selection of different material from Archives Canada that we could use over time for research. An inventory of the material could be on file at a residence in a Study Group Archive. Copies could be made available at a percentage of what it would cost from the Archives Canada and any extra paid over costs could go to purchasing more documents. The purchaser would gain by having a much better understanding of what is on file while at the same time purchasing the items at a lower rate than they could privately from the Archives directly.

One example would be to obtain a copy of every available Weekly and Monthly Postal Guide supplement from 1937 to 1952. Other items of interest might be stamp printing orders, or mail delivery totals to other countries, contracts of surface and air mail transport. Please email me if you have any interest in this and I will comment in the next issue on the results. If anyone has used the services of the Archives, I would very much like to hear from you as we might all benefit from the results of your research.

King George VI Study Group

The King George VI Study Group operates under the auspices of the British North America Philatelic Society (BNAPS)
- *The Society for Canadian Philately.*

Chairman:

Gary Steele,
6 Braemont Court
Lower Sackville, Nova Scotia,
Canada B4E 3A1

E-Mail:
gary.steele@ns.sympatico.ca

Treasurer:

Simon Cloughton,
P.O. Box 460
Port Credit Postal Stn
Mississauga, Ontario
Canada L5G 4M1

E-mail: simon@berlet.com

KGVI Post & Mail Editor:

Stephen (Steve) Prest
P.O. Box 686
Ayer's Cliff, Quebec
Canada J0B 1C0

E-mail:
stephen.prest@sympatico.ca

Website: www.kgvi.ca

Biennial Dues:

All addresses: C\$ 10.00

Please make cheques payable to
Mr. Simon Cloughton and marked
"KGVI Study Group"

Back Issues: \$2.50 Cdn; \$2.00 U.S;
or £1.25

BNAPS

Website: www.bnaps.org

Membership Information:

Peter Jacobi,
#6, 2168 - 150 A Street
Surrey, B.C.
Canada
V4A 9W4

E-mail: pjacobi@shaw.ca

► EFO's & Varieties

This Issue No. 9 TOPICS Revisited column contains a reference to then BNAPSer David Nystrom providing a photo of a stunning mis-perforate Lower Right Plate Block of 10 error of the 1951 Royal Visit Issue that was included in "The Editor's Mailbag" column in Whole No. 146 (May 1957). This got me to thinking of the example of a similar variety I have in my collection which is pictured below.



The item above was accompanied with a reprint of an article by Doug Patrick that appeared in the August 22, 1953 Saturday Globe and Mail which featured a picture of a marginal block of four of this variety. The article relates how a philatelist noticed the mis-perforated stamps in a pane of these stamps which another customer had just purchased in a small-town British Columbia post office and asked if he might purchase the pane from the original purchaser. The article goes on to say that apparently the original customer could only see the trouble he might have in separating the stamps and readily agreed to hand them over to the alert philatelist.

The line of mis-perforation through the right hand stamps on the pane leans slightly backwards to the left. Upon examination of the relative positioning of the perforations in the plate block of 10 pictured in TOPICS and the block of 4 pictured in The Globe and Mail, it would appear that the pair pictured comes from Row 3 of the original pane. This leaves one further marginal block of 4 from Rows 1 and 2 to be identified.

Perhaps other members of the Study Group might be able to shed further light on this variety and images of the three larger blocks that hopefully remain in existence.

► Editor's Desk

This current Issue 9 features Part I of David Whiteley's new series of articles on Canadian overseas airmail routes and rates in the 1939 to 1946 period. David's first article deals with airmail sent to Great Britain and European destinations.

This issue also features the third in Gary Dickinson's series of articles on First Day Covers of the King George VI period with a review of covers issued in conjunction with the 1937 Coronation stamp. Ed Harris' article on Engraved FDC's expands upon different types of FDC production methods that appeared in Gary's article in Issue 8.

John Burnett took up the "Eclectic Cover Challenge" and has provided an interesting article on Telegraph Covers posted by Canadian companies and Government departments during the George VI reign. This looks like an interesting area for follow-up in terms of identifying additional telegraph issuers. Hopefully other Study Group members might forward further examples of these types of covers for future editions of the Post & Mail.

Issue 10 of the Post & Mail is in the planning stages and while a number of articles are in hand, your Editor is always on the lookout for additional material and hopes that over the next few months, members will be able to submit articles for publication.

KING GEORGE VI POST & MAIL

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

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Airmail Routes and Rates from Canada during the War and Immediate Post War Periods: 1939 – 1946

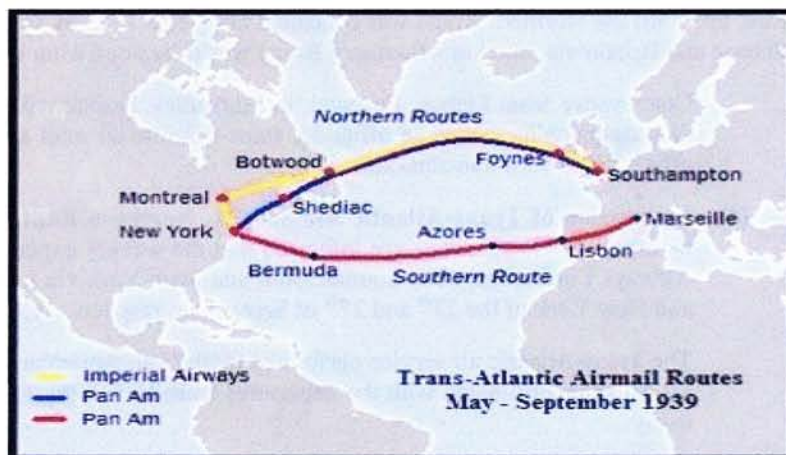
Part I - Great Britain & European Destinations

By David Whiteley

Introduction

This is the first of a series of articles that surveys the availability of airmail service from Canada to overseas destinations from 1939 to 1946. Both commercial and military airmail routes and services are discussed. Airmail rates for first class mail have also been tabulated as has the availability of service during the allied advances and the immediate post war period. It should also be noted that from 1943 onwards as the allied forces advanced, surface mail services from the U.K. were made available to liberated territories occupied by the allies.

Air mail service between Canada and Europe was established in mid 1939. Air Mail service was established May 1939 by Pan American Airways via its Southern Route from New York through Bermuda, Horta, Azores; Lisbon, Portugal with onward service to Marseilles, France. The Northern Route was first established by Pan American Airways June 24, 1939 with "Clipper" service originating from New York via Shediac, N.B.; Botwood, Nfld.; Foynes, Erie, to Southampton in Great Britain. Imperial Airways commenced trans-Atlantic service via a Northern Route terminating in Montreal and New York in August 1939. A rate of 30¢ per ½ ounce applied for these services.



May - September 1939 – Southern & Northern Routes

First flight covers for the Imperial Airways Northern Route between Montreal, Botwood, Foynes & Southampton are fairly common. Covers carried on this route on later dates are more difficult to come by as the service was discontinued in late September due to the onset of hostilities in Europe. The letter shown below probably made the last Imperial Airways (BOAC) Trans-Atlantic flight which departed for Southampton from Montreal on September 28th.



Air Mail letter posted September 21, 1939 from Vancouver, B.C. to Bidford on Avon, Great Britain franked with a 10¢ Memorial Chamber and a 20¢ Fort Garry 1939 Pictorial to pay the 30¢ per ½ ounce rate for Trans-Atlantic Air Mail Service to destinations in Europe.

... Airmail Routes & Rates to Great Britain & Europe 1939 to 46

by David Whiteley

October 1939 – Southern & Northern Routes

The outbreak of the Second World War in September 1939 severely curtailed many of the airmail services used by the Canadian Post Office. One of the earliest casualties was to the North Atlantic routes flown by Imperial Airways and Pan-American Airways to Europe. The [October 1939 Canada Post Office Monthly Supplement](#) contained new schedules for the Pan-American trans-Atlantic service over the Southern Route and it was also announced that service via both Imperial Airways and Pan-American Airways over the Northern Route had been suspended.

- (2) **Trans-Atlantic Air Mail Service, Southern Route, Pan American Airways Limited.** – Dating from the 4th October, 1939, the frequency on the Southern Route of the trans-Atlantic air mail service has been increased from weekly to semi-weekly, leaving New York on Saturday's and Wednesdays :-

Note: The outbreak of World War II caused Pan American Airways to terminate its trans-Atlantic flights at neutral points. Accordingly, as of September 1939, the Southern Route terminated at Lisbon, Portugal and, briefly, the Northern Route at Foynes, Eire, this until the Northern Route was cancelled altogether in early October. (see below). Mail sent to destinations in Northern Europe and Britain via Pan Am's Southern Route was forwarded from Lisbon by rail and ferry.

Conveyance from Lisbon, Portugal, to Marseilles, France will be by ordinary means. Montreal will be the only Canadian despatching exchange office for trans-Atlantic air mail and all correspondence should, therefore, be routed to that office for onward transmission.

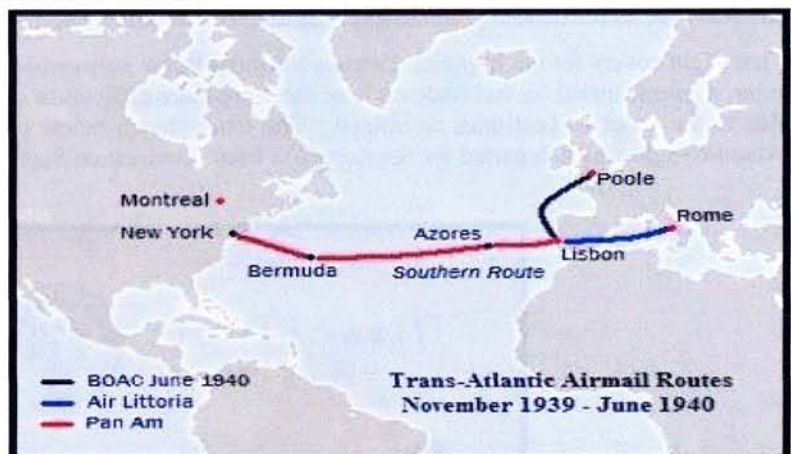
- (4) **Suspension of Trans-Atlantic Air Service, Northern Route, Imperial Airways Ltd., and Pan American Airways Company:** - Postmasters are informed that the weekly experimental trans-Atlantic air service, performed by Imperial Airways Limited between Southampton and New York via Montreal terminated with the departure from Southampton and New York of the 23rd and 27th of September, respectively.

The Trans-Atlantic air service performed by the Pan American Airways Company between Southampton and New York via Shediac terminated with the departures from New York and Foynes of the 30th September and 4th October respectively.

November 1939 – June 1940: Trans-Atlantic Southern Route

Further changes to the Pan American Airways service from New York to Lisbon were published in the [November 1939 Monthly Supplement](#) which revealed the establishment of a forwarding air mail service to European countries east of Lisbon using Ala Littoria via eastern Spain and Rome. This forwarding service was discontinued in June 1940 upon Italy's entry into the war.

Mail for Northern Europe and Britain continued to be forwarded by rail and ferry until June 1940 when a feeder service was established by BOAC between Britain to Lisbon to connect with the Pan-American Trans-Atlantic Southern Route service.



- (3) **Trans-Atlantic Air Mail Service, Southern Route – Pan American Airways:** - Postmasters are informed that trans-Atlantic Air Mail despatched on the Southern Route from New York (Port Washington) via Bermuda, the Azores and Lisbon, Portugal, for Albania, Bulgaria, Greece, Hungary, Romania, Yugoslavia, Italy, and Southern Spain, is forwarded onward from Lisbon by Italian air lines, Ala Littoral.

As air service is **not** available at present from Lisbon to France, Great Britain, Belgium, Netherlands, Northern Spain, and Scandinavian countries, mail for these countries is forwarded onward from Lisbon by train.

It is understood that the transit time from Lisbon to Paris is approximately one and one-half days and to London about two days.

Editor's Note: Portions of this paper were published previously in 2000 in David Whiteley's monograph entitled "Official Air Mail Rates to Foreign and Overseas Destinations as Established by the Canadian Post Office: 1926 - December 1942. In this monograph, David highlighted in blue text taken, with acknowledgement, from official Canada Post publications. This formatting approach has been adopted by the Post & Mail. For Post & Mail readers conducting research in this field of aero-philately, David's monograph also contains citations of reference sources for information presented in this Post & Mail article.

... Airmail Routes & Rates to Great Britain & Europe 1939 to 1946 by David Whiteley

... November 1939 – June 1940: Trans-Atlantic Southern Route

The cover below was sent airmail from Toronto to Amsterdam Holland in January 1940. By this time, airmail service had been suspended over the northern route and so this letter was forwarded to New York and carried by Pan American Airways to Lisbon. Onward dispatch from Lisbon could have been either by rail through Spain and France or by sea to England or possibly directly to Holland. By June 1940, these onward dispatch routes were curtailed due to the occupation of France, Belgium and Holland. British Overseas Airways established an air link to Lisbon in June 1940 which continued to be the main airmail linkage until BOAC re-established airmail services via the Northern Route in May 1942.



Air Mail letter posted January 2, 1940 from Toronto, Ontario to Amsterdam, Holland franked with two 13¢ Halifax Harbour 1938 Pictorials and two 2¢ 1939 Royal Visit War Memorial stamps to pay the 30¢ per ½ ounce rate for Trans-Atlantic Air Mail Service to destinations in Europe.

Airmail Service to European Destinations; June 1940 - May 1942

By June 1940, airmail service between Canada and almost all European destinations with the exception of Great Britain had ceased. The Air Littoria connecting service from Lisbon to Rome and to forward destinations in Eastern Europe was discontinued in June 1940. The [September and November 1940 Monthly Supplements](#) contained the following announcement which summarizes the availability of airmail services to Europe in late 1940;

- (1) **Mail Service to Switzerland and the Vatican City State.** - Air Mail may again be posted for transmission to Switzerland and the Vatican City State, and will be forwarded via England for dispatch from that country for onward transmission as may be necessary by surface transport.

Such correspondence is liable to censorship by the enemy and senders should accordingly exercise the utmost discretion as to what they send or write. (*September 1940*)

- (6) **Airmail Services to Europe:** - Acceptances are made only for letters to Gibraltar, Portugal, Spain, and Unoccupied France. Letters for Switzerland and the Vatican are liable to enemy censorship. (*November 1940*)

While the [December 14, 1940 Post Office Weekly Bulletin](#), Vol. XX, No. 1032 contained the following notes:

Air Mail Services to Europe: - **Postmasters** are reminded that the only European countries for which air mail correspondence can be accepted are Gibraltar, Portugal, Spain, Switzerland, Vatican City State, and Unoccupied France.

Correspondence for Switzerland and the Vatican City State is liable to censorship by the enemy and senders should be recommended to exercise the utmost discretion as to what they send or write.

... Airmail Routes & Rates to Great Britain & Europe 1939 to 46

by David Whiteley

Airmail Services to Great Britain and European Destinations May 1942 - June 1945

By mid 1942, conditions in the North Atlantic war theatre had eased somewhat and in May of 1942 it was announced that Trans-Atlantic airmail service from Canada to Great Britain (and Sweden) over the Northern route was to be resumed immediately by Pan-American Airways. (*Weekly Bulletin* May 2 1942)

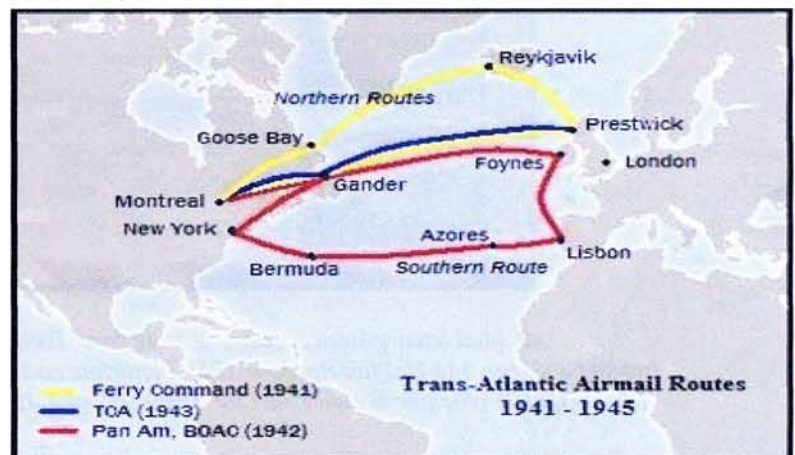
The trans-Atlantic air mail service from Canada to the United Kingdom via Newfoundland and Eire (Northern Route), is to be resumed at once.

The air mail rate, including postage from Canada to destinations in the United Kingdom, and Eire is 30 cents per half ounce, or fractions thereof. This rate will include conveyance over Canadian domestic air routes where necessary.

Air Mail Service to Sweden Resumed: -The air mail service has been resumed. The air mail rate to Sweden will be 40 cents per half ounce or fraction thereof which will include conveyance over Canadian domestic air routes when necessary, air conveyance across the Atlantic, and dispatched by air beyond England. The non-airmail and parcel post services to Sweden are still suspended.

Similar announcements appeared in the [June 1942 Monthly Supplement](#) which also contained procedures for the transmission of airmail matter to members of the Royal Canadian Air Force serving overseas and an instruction that such air mail should be endorsed 'Via trans-Atlantic Air Mail'.

On 22 July 1943 Trans-Canada Airlines commenced a trans-Atlantic service from Montreal to Prestwick, Scotland carrying mail to and from Canadian armed forces and passengers. A further Canadian service, the "Mailcan" Service, carrying forces mail operated from Rockcliffe, Ontario to Prestwick commenced December 15, 1943. The "Mailcan" Service was extended in due course from Prestwick to Gibraltar, Naples and destinations in North Africa. Also from late 1941, further air mail routes were introduced across the North Atlantic on a non scheduled basis as part of the Ferry Command with stopovers in Goose Bay, Gander and Reykjavik, Iceland.



In summary, the eighteen month period from mid 1942 to end 1943 saw a tremendous expansion of carrier services available for Canadian air mail to Europe and Great Britain via various northern routes. With this, the general use of the less direct Southern Route via New York for Canadian air mail may well have fallen away by 1944. As such, the likely route for the single rate (30c trans-Atlantic airmail fee) cover from Toronto, Ont., dated Dec. 9 1944 to London, England illustrated below was via Montreal-Gander/Goose Bay-Prestwick or Montreal-Goose Bay-Reykjavik-Prestwick northern route.



Air Mail letter posted December 9, 1944 from Toronto, Ontario to London, Great Britain franked with a 10¢ Parliament Building and a 20¢ Corvette 1942 War Issue stamps to pay the 30¢ per ½ ounce rate for Trans-Atlantic Air Mail Service to destinations in Europe.

... Airmail Routes & Rates to Great Britain & Europe 1939 to 46*by David Whiteley***The Atlantic Bridge and the Atlantic Ferry Organization 1940 – 1942**

Commencing in the Summer of 1940 arrangements were made between the British, Canadian and United States Governments to establish an organization based in Montreal and Gander, Newfoundland, to fly aircraft produced in the United States to Great Britain. Originally the Canadian Pacific Railway, with the assistance of personnel loaned from Imperial Airways, administered this organization, known as the Atlantic Bridge. The aircraft, purchased in the United States, were then flown to the Canadian Border and ferried across to Canada. Initially they were serviced at St. Hubert, Montreal and then flown to Gander to be prepared for the flight to Great Britain. The first Hudsons were delivered to Montreal on October 8, 1940 arrived Gander October 29, 1940. The first delivery left Gander on November 10, 1940.

Over the next few months the organization continued to grow with the result that in March 1941 the Organization was taken over by the British Ministry of Aircraft Production's 'RAF North Atlantic Ferry Command.' On the 16th October 1941 BOAC assumed responsibility for the general administration of Air Transport Auxiliary (ATA). In November 1941 it was decided that delivery crews should be flown back to Gander thus inaugurating the North Atlantic Return Ferry. The ATA ceased to function as a ferry organization on 30 November 1945 after delivering 308,567 aircraft of 147 types since 1940.

Various sources claim that both delivery crews and the return flights carried large quantities of Canadian mail. The rates for mail carried over this service were 30¢ for regular air mail and 10¢ for air letters. For the collector it is nearly impossible to identify mail carried by these flights without an endorsement to that effect. It is also worth noting that there were no published instructions to Postmasters in any of the official Post Office manuals, Supplements, or Bulletins that I have been able to find. There are many unanswered question surrounding the forwarding of Canadian mail under the auspices of the Ferry Command and is an area which deserves further philatelic research.

The Post War Period: 1945 – 1946

Once hostilities had ceased, commercial airmail services were slowly re-introduced to most parts of the world. Between June and September 1945 onward airmail services were re-introduced from Great Britain to the U.S.S.R (June), Norway (July) and Denmark (September) at 40¢ per half ounce. These routes were by air from London to Sweden and then by surface to country of destination. A partial service from the U.K to France commenced in August 1945, and a service to Bulgaria in September at 30¢ per half ounce. Full airmail service to France and Switzerland and the Netherlands was available by November at a rate of 30¢ per half ounce, and to Iceland via the U.K. 35¢ per half ounce. (*Monthly Supplements June, July, August, September, November 1945*).

By the beginning of 1946 commercial airmail services to most parts of the world were available. Service to Italy and the Vatican State (January), rate 35¢ per half ounce; to Albania via Belgrade then surface (January), rate 35¢ per half ounce; to Hungary via Prague, and to Czechoslovakia (January), 30¢ per half ounce; to Luxemburg (May), 30¢ per half ounce. Finally in June of 1946 rates to all European countries were standardized at 30¢ per half ounce. In October 1946 regular commercial airmail was accepted for Germany.

All airmail matter for the above destination was to be forwarded to the Montreal British & Foreign Section for onward transmission by Canadian Government Airlines to the U.K. In December of 1946 the Canadian Post Office issued a comprehensive listing of airmail rates, domestic and foreign, and the rates pertaining to European destinations is reproduced below.

Canadian Air Mail Rates to Great Britain & European Destinations (Effective June 1946)**Destination****Rates**

Great Britain, Northern Ireland & Erie

Air Service within Canada, Trans-Atlantic surface conveyance

7¢ first oz., 5¢ per added oz.

Canada & Trans-Atlantic air conveyance

30¢ each half ounce

Europe (including Malta, Corsica, Crete, Dodecanese Islands)

Surface to Europe, then air conveyance

10¢ each ounce

Canada & Trans-Atlantic air conveyance

30¢ each half ounce

Bermuda

10¢ each quarter ounce

Canada Air Letters

to Great Britain & to Armed Service Personnel

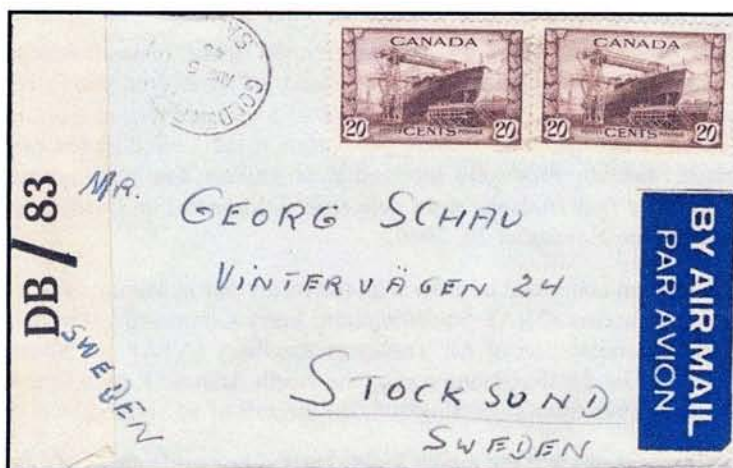
10¢ each

to Malta

15¢ each

... Airmail Routes & Rates to Great Britain & Europe 1939 to 46

by David Whiteley



Air Mail letter posted August 6, 1945 from Golden Prairie, Saskatchewan to Stockholm, Sweden franked with two 20¢ Corvette 1942 War Issue stamps to pay the 40¢ per ½ oz. rate for Trans-Atlantic Air Mail Service to Sweden.

Mail Service Interruptions to European Destinations; - 1941

It is often quite difficult to obtain examples of Canadian postal history items addressed to areas of the world occupied by the Axis Powers in the early 1940's. As war events took their course during 1941, Canada Post announced curtailment of various mail services to various destinations in Europe and the North Atlantic. The [January 1941 Monthly Supplement](#) announced that all mail services to Greenland had been suspended. The [March 1941 Monthly Supplement](#) announced that service to Greenland had been resumed by surface vessel only. The [April 1941 Monthly Supplement](#) announced that all mail service to Romania and Bulgaria had been suspended. Suspension of mail service to Hungary and Yugoslavia was announced in May 1941 while the [June and October 1941 Monthly Supplements](#) announced all mail service to Greece and Poland respectively had been suspended.

Mail service to other destinations were also clearly affected as evidenced by announcements that mail service had been resumed to Turkey ([August 1941 Monthly Supplement](#)) and to Syria and Lebanon ([October 1941 Monthly Supplement](#)).

Conclusion

It is hoped that this article will be of use to collectors of airmail philately material of George the VI period. As one can see it is not always possible to determine the specific date when particular conveyance services or delivery destinations were discontinued, curtailed or re-instated as the Post Office circulars do not always give precise dates and only appear as notices in Monthly Supplements and Weekly Bulletins. The Monthly Supplements were published and distributed at the beginning of each month therefore unless a specific date is mentioned it can be assumed with some certainty that the service in question was either suspended or commenced in the preceding month.

Further airmail service over the North Atlantic from 1940 onwards depended to great extent on the type of mail i.e. Civilian or Military, Armed Forces or Diplomatic mail. The only commercial air conveyance during 1940 - 41 for Canadian civilian mail was provided by Pan-American Airways on its Southern (New York - Lisbon) Route across the North Atlantic although some civilian mail was carried by the North Atlantic Ferry Command. Northern trans-Atlantic routes were re-established by Pan Am via Gander and BOAC (as administrative agent for Ferry Command) in mid 1942 and thereafter by Trans-Canada Airlines which established air services between Montreal and Prestwick, Scotland in July 1943.

Mail to members of the armed forces and diplomatic mail was carried by the North Atlantic Ferry Command, Trans-Canada Airlines and from December 15 1943 by the Canadian Air Force "Mailcan" Service from Rockcliffe, Ontario to Prestwick. Both the Ferry Command and Mailcan services were discontinued in November 1945.

This then is the story of Airmail service from Canada to Great Britain and European destinations during a very difficult but interesting period especially for philatelists.

Studying King George VI First Day Covers

III. The Coronation Issue

By Gary Dickinson

The Coronation of King George VI on May 12, 1937 was marked by the issuance of one Canadian stamp accompanying the second half of the "Mufti" issue. As Boggs noted, the Coronation "...was the cause of a long series of stamps being issued throughout the Empire. Canada was modest in her efforts, however, and issued a single denomination 3 cents...." In contrast to Canada's minimal philatelic effort, Newfoundland had three stamps as part of the Empire's omnibus issue and another series of eleven stamps as a "long Coronation" issue. The modest official recognition by Canada was offset by an extensive unofficial outpouring of FDC's and cachets unprecedented in the previous 85 years of Canadian stamp issues.

The precise number of cachets that were produced to mark the Coronation is impossible to determine, but a reasonably good estimate can be made from existing sources of information. Both Glenn Estus and Pierre Ethier ("Mr. FDC") show cachets known to them on their websites (<http://users.westelcom.com/gestus/FDC.html> and http://members.tripod.com/~mr_fdc/index.htm). Twenty-six cachets are shown on both websites, while Estus shows 36 cachets not shown by Ethier while Ethier shows 40 not shown by Estus. I have 10 not shown by either, resulting in a total of 112 different known cachets. Thus, it is likely that the number of different cachets extant would be in the order of 115 to 120, allowing for a few to emerge that have not yet been recorded.

Melvin Baron did an extensive survey of known Coronation FDC cachets in the periodical *First Days*, published by the American First Day Cover Society, in 1979 (vol. 24, no. 4). He described 60 different cachets verbally but unfortunately only four of them were illustrated, rendering identification difficult. In another, briefer article also published in *First Days* (1994, vol. 39, no. 5), Wayne P. Gasper described and illustrated six different cachets produced by American cachetmakers on the occasion of the Coronation.

The 112 different cachets identified by Estus, Ethier, and Dickinson may be classified according to their subject matter, with the largest number (28%) portraying both the King and Queen while 24% showed the King alone. Crowns, flags, or coats of arms were the subject of 26% of the cachets while lesser numbers featured text only without illustrations (14%), the Royal Family (3%), or miscellaneous topics (5%).

The Ultimate Coronation Day Cover

Figure 1 below shows the ultimate Coronation cover--Coronation to the Fourth Power: Stamp, Cachet, Town and Date. This cover, franked with the 1937 3¢ Coronation stamp and addressed to Portland, Oregon has a pair of Coronation, Alberta CDS cancellations dated May 12, 1937- Coronation Day! The box of this attractive Lithograph Type cachet, featuring a portrait of King George and Queen Elizabeth, notes the observance of Coronation Day.



Figure 1. A Lithographed Cachet Coronation Day Cover of the 1937 Coronation Issue mailed May 12, 1937 from Coronation, Alberta to Portland, Oregon

... George VI FDC's - III The Coronation Issue

by Gary Dickinson

Coronation Stamp First Day and Early Usage

Unlike most other commemorative stamps, the Canadian Coronation stamp was issued on a different date than the actual event. The four, five and eight cent "Mufti" stamps and the Coronation stamp were all issued on Monday, May 10, 1937 while the Coronation event itself took place on Wednesday, May 12th. This resulted in the "first day" cachets being posted on at least two different dates. May 12th postmarks are quite common on Coronation cachets, along with May 10th day of issue cancellations. May 11th postmarks also are found on covers featuring Coronation cachets and stamp although they are relatively rare.

Figure 2 shows the same Lithograph Type cachet with all three postmark cancellation dates; May 10th, 11th and 12th, on three separate covers. The May 10th (the First Day of Issue) cachet is postmarked and addressed to Winnipeg. It has a Winnipeg Coronation flag cancellation and a Morse Place, Winnipeg CDS receiving backstamp dated also May 10th. The May 11th cover has a Winnipeg slogan cancellation and is addressed to Minnesota. The May 12th cover is addressed to Ottawa, has a Saskatoon Coronation flag cancellation, and carries a superfluous single of 1¢ Princess Elizabeth stamp of the 1935 Silver Jubilee Issue which has been tied with a Saskatoon CDS cancellation.



Figure 2. Common design Lithographed Cachet Coronation Covers featuring the 1937 Coronation Issue posted May 10 (First Date of Issue), 11 & 12 (Coronation Day), 1937 from Winnipeg and Saskatoon

... George VI FDC's - III The Coronation Issue

by Gary Dickinson

Variations of a Common Cachet

One relatively common cachet, shown in Figures 3 and 4, seemed to tempt a considerable number of users into making their own revisions for decorative purposes. Perhaps it was the monochrome black colour scheme that served as the initial temptation, or possibly it was the empty box below the King's portrait which encouraged the sender to add his or her personal touch, but numerous variations exist of added colours and wording. The basic design is shown at the left side of Figure 3 with a hand-coloured version in the middle and a coloured printed Eaton's Stamp Corner blue and red lithographed edition on the right. Figure 4 shows three typewritten additions to the basic design, and there were numerous other variations done in pen and ink or pencil.



Figure 3. Lithographed Cachet First Day Cover variations for the Coronation Issue:
Basic Black & White; Hand Painted with typewritten text and Preprinted text & colour



Figure 4. Lithographed Cachet First Day Cover variations for the Coronation Issue
Further variations of typewritten text on Basic Black & White covers

... George VI FDC's - III The Coronation Issue

by Gary Dickinson

Newly Documented 1937 Coronation FDC Cachets

Part of the pleasure in FDC collecting lies in the discovery of previously undocumented items. Figures 5 through 9 show five different cachets not heretofore documented by Estus or Ethier. These covers illustrate examples of material remaining to be accounted for in seeking to attain a complete census of all the cachets published in Canada for the 1937 Coronation.

Figure 5 shows a Hand-Painted cachet with "Coronation Day" and date in the upper left corner. It is also a Combination First Day Cover franked with the 4¢, 5¢ & 8¢ Mufti's in addition to the 3¢ Coronation stamp, all issued on May 10th, and cancelled with a Montreal Coronation flag as well as a Montreal duplex.



Figure 5. Lithographed Cachet Combination FDC with Hand-Painted Crown and printed "Coronation Day" notation.

The Wascana Stamp Club lithographed cachet shown in Figure 6 features a pair of flags and a lion enclosed within a circle. The words "First Day Cover" have been added in typescript. The cover is franked with one each of the 1937 4¢ and 8¢ Mufti stamps and the 3¢ Coronation stamp for a total of 15 cents which would pay the registration fee and surface mail rate for an envelope of more than one ounce but less than two ounces to Western Australia.



Figure 6. A Lithographed Cachet First Day Cover produced by the Wascana Stamp Club sent by Registered Mail from Regina, Saskatchewan to Pithara in Western Australia

... George VI FDC's - III The Coronation Issue

by Gary Dickinson

Figure 7 shows a Lithographed Cachet with a pair of crossed flags and a banner with the words "First Day Cover." It has a Winnipeg day of issue Coronation flag cancellation and a Souris CDS backstamp dated May 11th.

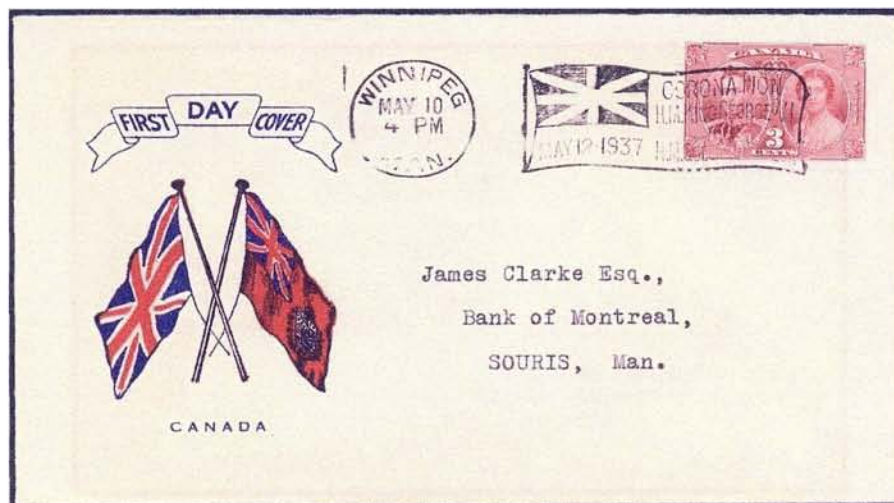


Figure 7. Lithographic Cachet First Day Cover with printed "First Day Cover" notation

Figure 8 features a Rubber-Stamped cachet of the Ottawa Philatelic Society signed by the Secretary on the date of issue. The cover is addressed to Ottawa, is registered, and is franked with a block of nine copies of the 3¢ Coronation stamp. There are Ottawa R cancellations on the front and back of the cover.



Figure 8 Registered Rubber-Stamped FDC produced by the Ottawa Philatelic Society and signed by the Secretary franked with a block of nine 3¢ 1937 Coronation stamps

... George VI FDC's - III The Coronation Issue

by Gary Dickinson

The cachet shown in Figure 9 has a small head-and-shoulders portrait and the words "Posted on Day of Issue, H.M. King George VI". It is franked with a block of four 3¢ Coronation stamps and has a Toronto Coronation flag as well as a Terminal Station A CDS cancellation dated May 10, 1937. There is a double circle Long Island City, Steinway Avenue Station backstamp dated May 12th.



Figure 9. Lithographed Cachet with "Posted on Day of Issue" and "H.M. King George VI" notations surrounding a small Head-and-Shoulders Portrait of King George

Conclusion

The above small sampling of FDC's from the Coronation issue of May 10, 1937 is representative of what is likely to be a still significant number of cachets remaining to be documented. The fourth article in this series will introduce the even more extensive array of FDC's that were produced to mark the visit of the King and Queen to North America in 1939.

Engraved King George VI First Day Covers

By Ed Harris

I have enjoyed Gary Dickinson's Part I and II studies of First Day Covers in Post & Mail Issue 7 with Basic Terms and in Issue 8 with Production Terms. This series will certainly help me (and I'm sure many others) pull my FDC accumulation together which up to now has been in boxes.

I believe one can add one more production method to Gary's list found in Issue 8 and that is "Engraved" First Day Cover Cachets. In Calgary, we were fortunate to have a master engraver by the name of Herbert Earle who was associated with Universal Engravers Limited of Calgary. As far as I have been able to find out he was not a collector but did have an interest in philately through engraving. I've been told he worked on some stamps of China but have yet to find confirmation. The covers could also be classified as examples of Advertising Covers as per Gary's list of Basic Terms in Issue 7 as they sometimes had either the initials "UEL" or "Universal Engravers Limited, Calgary, Alberta" engraved in the design. We know Herbert Earle designed and produced engraved First Day Covers as one can find the engraved initials "H", "E" or "HE" hidden in the designs.

Illustrated on the following page are two first day covers in my collection which are dated in the King George VI period, one celebrating the 1951 4¢ William Lyon Mackenzie-King and the other the 7¢ Stagecoach stamp of the 1951 Stamp Centenary issue of Canada.

... Engraved King George VI First Day Covers

by Ed Harris

An Engraved FDC featuring the image of The Rt. Hon. William Lyon Mackenzie King mailed in Calgary on the day of issue of the 4¢ William Lyon Mackenzie King stamp is illustrated in Figure 1 below. The letters "HE" engraved in the lower area of the right lapel of Mr. Mackenzie King's suit identifies Mr. Herbert Earle as the engraver of this image.

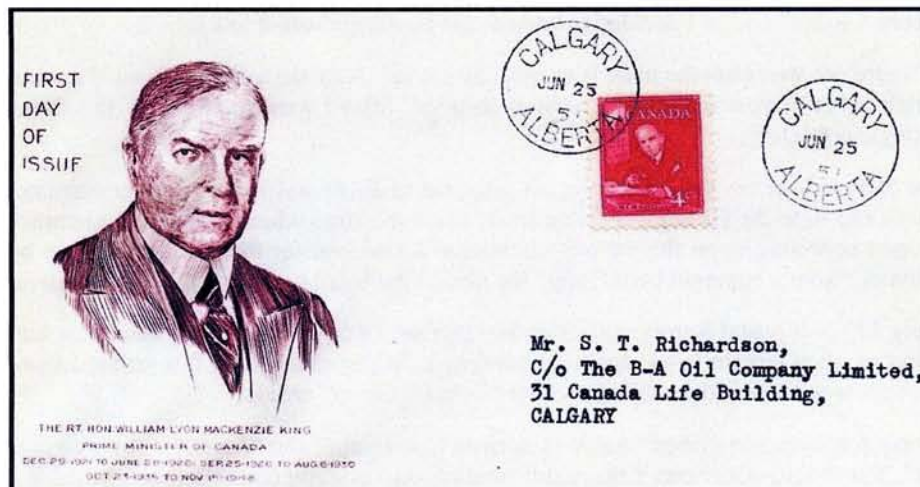


Figure 1. An Engraved Cachet First Day Cover of the 1951 4¢ Rt. Hon. William Lyon Mackenzie King Issue mailed June 25, 1951 in Calgary, Alberta.

The cover shown in Figure 2 below was issued in 1951 in conjunction with Canada's celebration of one hundred years of postal service. In this case, the cover is identified as having been produced by Universal Engravers Limited of Calgary, Alta as evidenced by the inscription that appears near the lower edge of the cover. The stylized initials "HE" appear near the bottom and in front of the stagecoach's rear wheel.

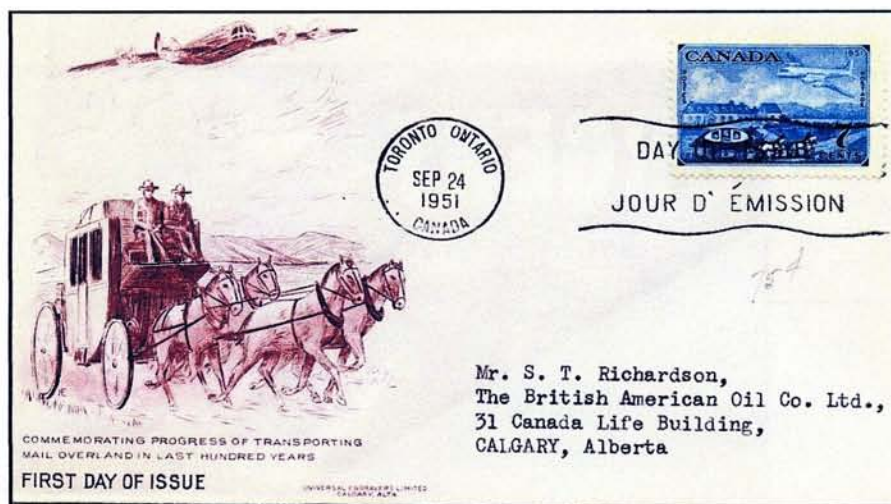


Figure 2. An Engraved Cachet "Advertising" First Day Cover of the 1951 Stamp Centenary Issue mailed September 24, 1951 from Toronto, Ontario to Calgary, Alberta.

One Collector's Eclectic Covers - Part I

Telegraph Covers are a Colorful Addition to a KGV Collection

By John Burnett

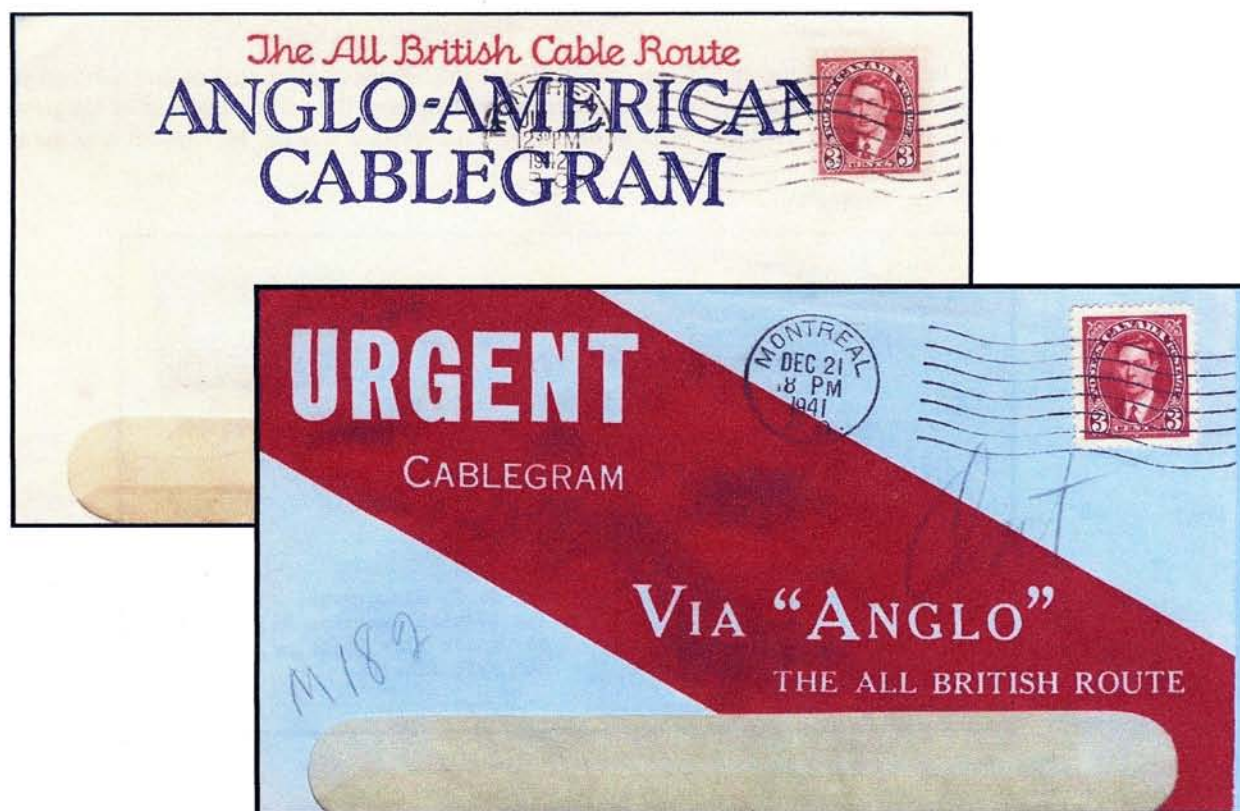
In Issue 7 of the Post & Mail, our editor asked Study Group members for submissions of covers that might be included in articles under the heading "Eclectic Covers" and so I decided to answer this challenge with a few articles.

The first thing I had to figure out was what the heck is an eclectic cover? Now the article in Issue 7 certainly suits one definition of the term eclectic which is "to borrow freely from various sources". But I was wondering if this definition really applied to covers selected from a single collector's collection.

When I retired a couple of years ago my fellow employees gave me (a frustrated writer) a great retirement gift, the 20 volume Oxford English Dictionary and so to the OED I went. I must say there are times when you can get too much information and data on a single word. So upon reflecting upon the various alternative definitions for the word eclectic to be found in the OED, I chose to use the definition of "from a common belief" and "the best of the best" in writing my eclectic cover articles.

I have accumulated in my 1937-38 postal history collection any number of covers that really look neat but still only end up paying first class postage and so often remain in an album un-exhibited. When researching this article I found I had some fourteen telegraph covers and thought well there is the subject my first "Eclectic Cover" article.

Figures 1 and 2 show telegraph covers inscribed "Anglo American Cablegram" and "Anglo"; - with variations of the phrase "The All British Cable Route". The Anglo-American Telegraph Company successfully commissioned its cable across the Atlantic between Valencia, Ireland and St. Johns, Newfoundland in 1866 and was the oldest cable system in Canada. In the early 1940's all Anglo-American cables went to Montreal and from there a confirming written cable was mailed to the recipient, via first class surface mail.



Figures 1 & 2: Cablegram covers sent via the Anglo-American Telegraph Company in December 1941 and July 1942

... Eclectic Covers: Part I - Telegraphic Covers

by John Burnett

Figures 3 and 4 show examples of Canadian Marconi Company envelopes. The envelope in the foreground is marked POST-LETTER TELEGRAM, it passed through the canceling machine in Montreal in April 1940, but because of the positioning of the stamp it had to be re-fed through the machine to get the very nice slogan cancel to kill the stamp. This envelope still has the telegram inside and shows the recipient's address as being in Oakville, Ontario. The second envelope, sent in July 1940 is equally colorful but totally different being marked as a "MARCONIGRAM".



Figures 3 & 4: Cablegram covers sent by the Canadian Marconi Company in April 1940 and July 1941

Figure 5 is also a Marconi Post-Letter Telegram but it is franked with 6¢ and marked Air Mail. This cover was the one that stimulated my interest in telegraph covers because I couldn't figure out why a telegram would have an air mail rate. It turns out that like Anglo American, Marconi had its offices in Montreal and all confirmations were sent from there. I only assume that the recipient needed a hard copy for business purposes and asked that the confirmation be expedited.



Figure 5: Cablegram cover sent airmail by the Canadian Marconi Company in July 1937

... Eclectic Covers: Part I - Telegraphic Covers

by John Burnett

Unlike Anglo-American and Marconi, the Canadian Pacific and Canadian National railways had telegraph offices at every station along their routes. Generally speaking a telegraph cover from one of these companies will bear only the 2¢ drop letter rate postage as the telegram would generally have been delivered from offices located in the city of the recipient.

Shown in Figures 6 and 7 are examples of railway telegraph covers. I did a little digging and found that the railroad companies built their telegraph offices as they built their railway lines. The telegraph was a tool for the Station Masters to let them know when trains departed and when they were due to arrive. Personal telegrams were actually a secondary use of the CPR and CNR telegraph systems although it would become a major profit generator for both as time went on.



Figures 6 & 7: Cablegram covers sent by Canadian National & Canadian Pacific Railway companies in May 1940 and January 1943 respectively

Figure 8 is an un-franked telegraph envelope and telegram dated July 13, 1945. I use this telegram at the end of my WWII collection because the telegram reads simply "DARLING DISCHARGED BE HOME MONDAY NIGHT / LOVE EARL" A fitting end to my WWII collection.

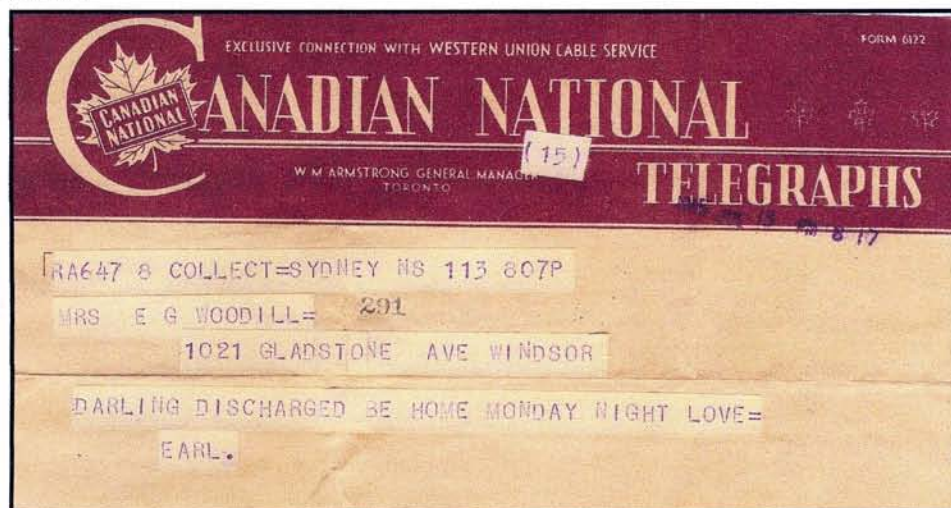


Figure 8: Telegram sent by the Canadian National Telegraphs in July 1945

... Eclectic Covers: Part I - Telegraphic Covers

by John Burnett

I know very little about the last two services whose telegram covers are illustrated below and would appreciate any members who might have information about these services sharing it with me.

The envelope shown in Figure 9 from the "Government Telegraph Service - Dominion of Canada" was mailed at Vancouver in July 1941. The envelope has been franked with a four hole OHMS perforated 3¢ Mufti stamp.

Figure 10 shows a "Royal Canadian Signals Radiograph Service envelope mailed at Victoria MPO 1103, on October 31, 1942 and is marked "CONFIRMATION" on the front.

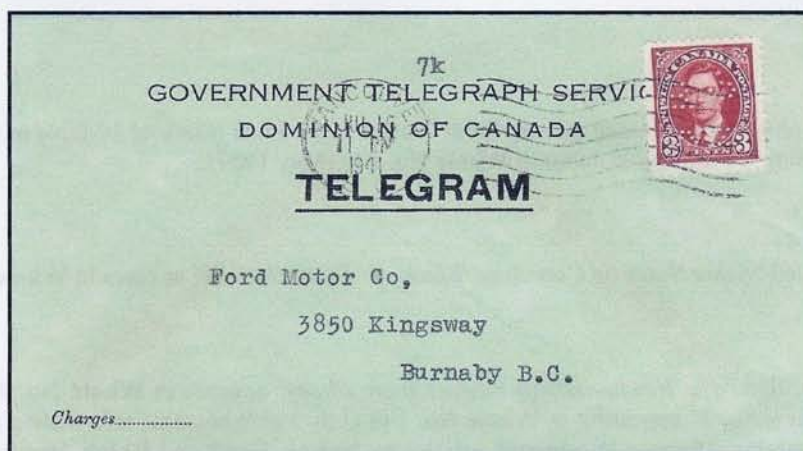


Figure 9: Government Telegraph Service of Canada telegram sent to the Ford Motor Co. in June 1941

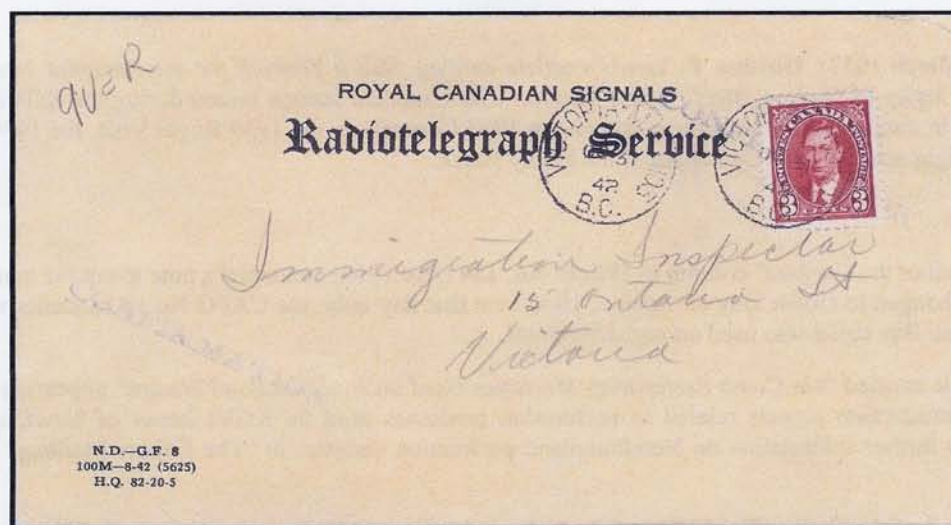


Figure 10: Royal Canadian Signals Radiotelegraph Service telegram sent to Victoria, B.C. in October 1942

Every one of us has a cover or two we are proud of or a stamp we love. Please take the time to write it up and submit it to our editor. Don't worry about being without fault in your thoughts because that is what Study Group Newsletters are all about. We write something, someone adds to it and we all learn a little bit more about the subject. Just look at the amount Gary Steele has been able to add by following up my articles on the postal history of the 1937-38 issue.

► **TOPICS Revisited (Part VI - BNAPS TOPICS Vol. 13 & 14)**by *Stephen F. Prest*Introduction

This TOPICS Revisited column covers references to KGVI related items that appeared in BNA TOPICS Volumes 13 and 14 (Whole Nos. 131 to 152) issued in 1956 and 1957.

1949 John Cabot Commemorative Issue

W. L. Aiken's article entitled "*The Story of a Postage Stamp*" appearing in **Whole No. 145** (Apr 1957) describes the background surrounding the design of the 1949 4¢ John Cabot Commemorative Issue which featured the image of Cabot's ship, the *Matthew*.

1951 Royal Visit Issue

David Nystrom provided a photo of a stunning mis-perforate Lower Right Plate Block of 10 error of the 1951 Royal Visit Issue that was included in "The Editor's Mailbag" column in **Whole No. 146** (May 1957).

"Blackout" Cancellations

T. P. G. Shaw's article entitled "*Some Notes on Canadian 'Blackout' Cancellations*" appears in **Whole No. 152** (Dec 1957).

Booklets

Alfred P. Cook's article entitled "*The Newfoundland Booklet Pane Plates*" appears in **Whole No. 145** (Apr 1957). A further article entitled "*Cook's Books - No. 1*" appearing in **Whole No. 148** (July 1957) contains information relating to Canadian booklets of the KGVI era and contains reference to pertinent articles by **Nelson Bond** and **Ralph Hunter** that appeared in various issues of "*Weekly Philatelic Gossip*" in 1945/46 and 1952 respectively.

The "Reviews & Trade News" column in **Whole No. 146** (May 1957) makes mention of the pamphlet entitled "*The Booklets of Canada 2nd Ed.*" published by **C.P. Arnold** of Troy N.Y.

First Day Covers

In **Whole No. 144** (March 1957), **Gordon P. Lewis's** article entitled "*Do it Yourself for the Personal Touch*" contains notes about R. H. M. Falls' series of "personalized" covers franked with Canadian stamps issued during the KGVI era. These covers included some issued in conjunction with, among others, the 1937 Coronation, the 1939 Royal Visit, the 1939 Imperial Airways First trans-Atlantic Flight and the 1940 Centenary of the Penny Black.

Newfoundland

Dan Meyerson's "Trail of the Caribou" column in **Whole No. 134** (Apr 1956) contained a note about the name of the CAPO No 10 post office being changed to Goose Bay on April 1, 1946. On that day only, the CAPO No 10 canceller was used on regular mail and the new Goose Bay strike was used on registered mail.

Marshall Kay's article entitled "*On Comb Perforating Machines Used on Newfoundland Stamps*" appearing in **Whole No. 137** (July 1956) reviews production aspects related to perforation processes used on KGVI issues of Newfoundland. **Ralph J. Holmes** also provides further information on Newfoundland perforation varieties in "The Editors Mailbag" in **Whole No. 137** (July 1956).

Dan Meyerson's "Trail of the Caribou" column in **Whole No. 138** (Sept 1956) contained a note that indicates there could only be 500 possible "POSTAGE LUE" variety stamps in existence.

Dan Meyerson's "Trail of the Caribou" column in **Whole No. 141** (Dec 1956) contains notes provided by **N.W. Scales** on postal markings and method of franking letters from Gander and Goose Bay during World War II. Further notes on wartime mail carried by bomber across the Atlantic between Newfoundland and England appears in **Dan Meyerson's** "Trail of the Caribou" column in **Whole No. 142** (Jan 1957).

Dan Meyerson's "Trail of the Caribou" column in **Whole No. 142** (Jan 1957) contains notes provided by **Bob Duncan** on a possible phantom double overprint of the 1946 2¢ Surcharged on the 1943 30¢ University Issue.

► TOPICS Revisited (Part VI - BNAPS TOPICS Vol. 13 & 14) ... continued**Official Stamps - Overprinted**

In the "New Varieties and Unusual Items" column appearing in **Whole No. 137** (July 1956), **C. Arthur Ayre** reports a variety of the "G" overprint on the 1951 \$1 Natural Resource (Fisherman) issue. **Roy Wrigley's** letter in the "Editor's Mailbag" entitled "Damaged 'G'" in **Whole No. 142** (Jan 1957) provides further light on "G" overprint varieties including the existence of two examples of a "LARGE G" variety where the "G" is three times larger than the regular letter.

Official Stamps - Perforated

In **Whole No. 134** (Apr 1956), **Roy Wrigley's** article entitled "Canada Officials" describes the background relating to the production of these stamps and reviews some notable varieties that had been identified at the time of writing. The author notes that "Wrigley's recently issued Checklist of Canada Officials lists 325 varieties in the 5-hole perfs., 301 in the 4-hole perfs., 42 in the overprinted O.H.M.S., 30 in the overprinted 'G', together with four items in the stationary".

In **Whole No. 142** (Jan 1957), **Roy Wrigley's** article entitled "Research in the Canada Officials" lists a series of articles and publications dating from 1938 that deal with various aspects of perforated and overprinted Canadian Official stamps.

Papers & Gums

In **Whole No. 142** (Jan 1957) reference is made in the "Reviews" column to an article entitled "Laid Paper on Canada George VI" by Dr. L.S. Holmes that appeared in Issue No. 1 of the *Windsor "Y" Stamp Club Bulletin*.

Perforated Stamps - Private

In **Whole No. 140** (Nov 1956), a note appears in the "Perfin Study Group" column about a copy of the 1937 3¢ Mufti being perforated CBTO, a design used by the Banker's Trust Co. of New York.

In **Whole No. 151** (Nov 1957), a note appears in the "Perfin Study Group" column about the distribution of Newfoundland stamps for sale at other Canadian post offices following Newfoundland's entry into Confederation and the existence of perforated Newfoundland stamps by Canadian companies.

Philatelic Literature

Updated listings of publications and other philatelic material held at the time in the BNAPS Library can be found in **Whole No 150** (Oct 1957) in **Robert J. Duncan's** series of articles entitled "The Library".

Plate Blocks

Wm. Jackson's note entitled "Plate Block Survey" appearing in "The Mailbag" column in **Whole No. 144** (Mar 1957) makes reference to a series of articles on Plate Blocks of Canadian Official Stamps that appear in the November 1956 and January & February 1957 issues of *Popular Stamps*.

The "Reviews & Trade News" column in **Whole No. 146** (May 1957) makes mention of the handbook entitled "The Canada Plate Blocks Catalogue 3rd Ed." published by the **Stanley Stamp Co.** of Vancouver B.C. This handbook was originally compiled by the BNAPS Plate Block Study Group.

Postal Markings

J. F. Wilsdon's article entitled "Airport Post Offices" in **Whole No. 137** (July 1956) contains information on A.M.F. and AIR-PORT postmark types used during the KGV era.

Ed Richardson's article entitled "The 'MOON' Cancellers of Post-Confederation Newfoundland" in **Whole No. 145** (Apr 1957) contains information about the use of MOON cancellers on regular mail during the KGV era.

Postal Stationery

Nelson Bond's article entitled "Canada's Election Return Envelopes" in **Whole No. 131** (Jan 1956) contains information on various election return envelopes issued during the KGV era.

► TOPICS Revisited (Part VI - BNAPS TOPICS Vol. 13 & 14) ... continued

Postal Stationary (cont'd)

Nelson Bond's article entitled "*The Special Order Envelopes of Canada*" in **Whole No. 136** (June 1956) contains information and checklists on special order envelopes produced by the Post Office for individual corporate or government agency clients during the KGVI period. These envelopes usually had the client's return address label printed in the upper left hand corner with the lithographed postal stationary image of the appropriate postal rate in the upper right corner.

In **Whole No. 152** (Dec 1957), a note appears in the "Perfin Study Group" column indicating the 1¢ green George VI wrapper exists perforated with both the 5-Hole and 4-Hole OHMS varieties.

Production of Stamps

In **Whole No. 134** (Apr 1956), **Max Rosenthal** wrote an article entitled "'April Fool' on Canadian Stamps" which contains notes on the use of English and French text on Canadian stamps.

An article entitled "*Ninety Years of Security Printing*" appearing in **Whole No. 148** (July 1956) describes the production processes used by the British American Bank Note Company to produce engraved stamps.

Secret (or Hidden) Dates

George L. Dobson's article entitled "'Hidden' Dates on Canadian Stamps" in **Whole No. 146** (May 1957) comprehensively reviews "Hidden Dates" that can be found on Canadian stamps issued during the King George VI era.

George VI Website

There has been a change to the Bulletin Board function in the Member's area of the George VI Study Group Website. The Bulletin Board function was established to allow the exchange of ideas and questions among Members. After a brief flurry, the Board has been inactive since January. Meanwhile, early this year, the BNAPS Internet Study Group (ISG) introduced a Forum function on the ISG website. This Forum site has the advantage of being accessible by all BNAPS Members; a much wider audience than what is available through the Study Group website.

A link has been established on the George VI website directly to the ISG website. Members are encouraged to use this link to the ISG Forums page to record their thoughts and questions formerly submitted to the George VI Bulletin Board.

► Members' Wants

Canada Peace Issue Postal History Mike Street is looking for postal history items featuring the 1946 Peace Issues. See Mike's Wants List on the George VI Website or contact Mike at mikestreet@hwcm.org

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

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

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

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

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

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

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

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