

NOVA SCOTIA STAMP CLUB



No. 189

Newsletter

Vol. 23 #2

Meetings: Second Tuesday of the month at the Nova Scotia Museum,
Summer Street, Halifax, N. S. at 8 p.m.
No meetings July or August.

Next Meeting: Tuesday, June 14, 1988.

Mailing Address: 831 Tower Road, Halifax, N. S. B3H 2Y1

PROGRAMME NOTES

The June 14 meeting will highlight the annual Flea Market. There will be a very short business meeting at the usual 8 p.m., the rest of the evening is for the marketeers. If you have a large quantity of material it would be a good idea to supply your own table as they tend to be in short supply at the Museum. Remember also that the Museum requests that we vacate the premises by 10:30 p.m.

The September programme will feature Hugh Rathbun on Postal History.

MAY MEETING

The new constitution, approved at the May meeting, is enclosed in this issue of the newsletter.

Exhibition awards were presented at the meeting by Ken MacDonald and Marilyn Murphy. It was pointed out that the NSSC Award to Marilyn was actually for outstanding contribution to the NSSC, including her considerable work with the Juniors.

The president announced that Stan Dunfield would serve as third director of the club. Hilda VanRooyen will continue as Librarian, Doug Allen as auditor, and Stan Dunfield and Gary Steele as auctioneers. Alexander Doucet volunteered to make coffee, and was rather hastily accepted! Larry Hitz assisted by Dave Cole will take care of the February Giant Auction. Dave Harvey offered his assistance to the Seniors' Leisure Festival on Sunday, August 28. Anyone else who could help on this day could contact Russell Saulnier.

Tribute was made to the late Dr. Lloyd MacPherson who contributed greatly to philately in Nova Scotia.

CORVETTE H. M. C. S. LA MALBAIE: Walter Horne, continued from March.

Additionally, the La Malbaie shepherded tankers and freight ships between St. John's, Newfoundland, and Londonderry, Ireland. On several of these voyages she was manned by Lent Orton, who along with Don L. Gary wrote this information which I took the liberty of using. Lent Orton presently is residing in Calgary. He was decorated for 1939-1945 war service and voluntary service. He joined the La Malbaie as a stoker II in October, 1942, at Halifax and departed in March, 1943.

He confirms that while he was aboard the corvette she sank no enemy surface vessels or submarines; not to be implied, however, that there were no anxious moments. Quite to the contrary, she rammed a jetty at St. John's and was torpedoed at once. On other occasions two of her crew met their demise. In St. John's harbour on New Year's Eve, 1943, a Navy craft collided with a bung boat that was taxiing La Malbaie crew members. One of them was drowned and five were hospitalized. The other fatality involved a man, who in rough seas, was washed off the upper deck, left an impression on railing consisting of three bars of three-quarter inch iron, and was lost at sea.

A close call involved two stokers (including Orton) who one night were helping a coxswain secure depth charges on deck. A high wave that was seen and avoided by the stokers washed the unwary coxswain 30 feet out to sea. Miraculously, he was deposited immediately on the deck with loss of chapeau but not a limb.

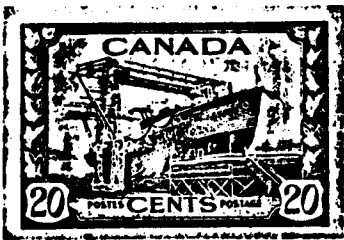
Three days after Orton embarked on his first Atlantic crossing, in stormy seas, La Malbaie lost visual contact with the 158 vessel convoy. She wound up accompanying an unarmed freighter loaded with T.N.T.; both ships arrived in Ireland ten days after departure and one day ahead of the convoy.

Another of Orton's Atlantic roundtrips was of a 21 day duration and involved dodging icebergs within 150 miles of the Arctic Circle. Though La Malbaie survived the war, K. R. MacPherson in his 1975 book Canada's Fighting Ships (Samuel Stevens, Hakkert & Co., Toronto) reports that ten Canadian corvettes were lost during the war. Eight were torpedoed and sank, one was mine demolished, and one sank as a result of collision with an Allied vessel.

After the war some 45 corvettes were sold for scrap while others were bought by private concerns and refitted to serve as cargo vessels on the Great Lakes. It is rumoured that two corvettes transported refugees from Europe to Palestine (Jewish refugees). La Malbaie's ultimate fate is unknown. Nevertheless, according to W. A. MacIntosh, on June 28, 1945, she was paid off and handed over to the Canadian Government's Crown Assets Corporation for disposal. She was sold to the Victory Transport and Salvage Co. of Montreal. The last information being that the National Defence Headquarters has the La Malbaie listed on Nov. 17, 1947, as lying at anchor at Hamilton and still owned by Victory Salvage. That the Victory Transport and Salvage Co. today no longer operates in

Montreal or at the old satellite areas in Halifax and St. John's has hampered further inquiry regarding La Malbaie's final fate. Be that as it may, by mid 1980. the Edmonton Journal newspaper reported that only one corvette apparently was still in active service. She was the Sackville, based at Halifax, where she was operating as a research vessel. Ironically, the only other corvette Orton served on was the Sackville.

As a final footnote, the lighthouse appearing object to the stamp's left was confirmed to be a water tower at Sorel by Andre Audet of the Canadian Coast Guard; personnel of the Marine Industries Shipyard verified to him that the water tower was on the site when La Malbaie was built, and it stands there today.



This completes Walter Horne's article, and if anyone has any further information on the corvettes that would be of interest to Newsletter readers, send it along to the Editor.

VALLEY STAMP CLUB SHOW

For those of you who were not able to attend the Valley Stamp Club's Annual Show, the following will give you an idea what collectors there are doing. Remember also that it is a non-competitive show.

Roger Greer presented 10 frames on Halifax Postal Markings tracing the history from 3 Dec. 1784 with a manuscript marking by Joseph Peters, Deputy Post Master General of Nova Scotia, through the ensuing straight-line, fleuron, circular, tombstone cancels, illustrating the markings of the Halifax Military, Sub-Offices, and Emergency handstamps. I am not qualified to make learned philatelic comments, but it was a most impressive display. Anne-Marie Belliveau presented 2 highly researched frames on the postal history of Aylesford, and 2 on Auburn, further illustrating her comprehensive knowledge of the postal history of King's County. David Burton did 2 frames on Seals, beginning with a history of waxed seals from medieval times, illustrated with covers bearing seals, a black seal to complement a 1863 mourning cover, through embossed flaps and up to the gummed seals of the present. Margaret Bignell's A Posy of Flowers from Great Britain showed detailed water-colours of the British stamps, colourful and attractive. Hugh Bignell showed 2 frames of Basutoland, followed by 2 frames of that country after it became Lesotho in October 1966. Earle Giles did 4 frames for the Australian Bicentennial with special issues commemorating the many milestones in Australian history. A. Carter had 1 frame of Ascension, 1934 to the present. Peter Dukeshire had 3 frames of Royal Milestones, weddings, coronations from many different countries. Dan Moore, 4 frames on Sir Winston Churchill 1875-1965. Gary Jordan showed 2 frames on the Independant Postal Administrations of Jersey and Guernsey. Ary Kalkman did 3 frames on the Canada 1/2cent Small Queen of 1882. N. DuBois presented 3 frames of Women's Names in Postal Cancels (Canadian), including such place names as Caroline,

Dorothy, Alma, Stella and Sonya. Al Burditt showed a frame of Early Canada and his most popular exhibit (Novapex '88) of the Coronation Issue.

Rounding out the show was an auction of 30 lots, with Hugh Bignell wearing his auctioneer's hat once again. There were 4 dealers on the bourse, plus Canada Post, and the wide selection of material prepared each year for the show by the Flower Cart. Door prizes were awarded and a great selection of sandwiches, sweets, tea and coffee, making it quite easy to spend a most enjoyable day.

CORRESPONDENCE

Rod Glover sent along a further note received from Canada Post in reply to his enquiries about special blank Olympic cacheted covers.

Dear Mr. Glover: Your letter of 31 January to the Philatelic Service concerning first day covers has been referred to my office for reply.

The special cancellation series for the Olympics was meant as a way for philatelists to obtain site cancellations for the Olympic Games venues on their own covers. To have offered a special unstamped cacheted cover would have introduced a new product which would be too limited in their scope and demand. For the same reason, the Corporation has not introduced unstamped covers for other subjects. If there is enough demand for such items, perhaps they could be introduced by the private sector.

I hope this answers your questions and thank you for your letter and interest.

T. M. Reynolds for R. L. Maffet, Director, Postage, Philatelic and Retail Products. Dated 13 April, 1988.

Ed's. note: Another member is engaging in a similar correspondence concerning papers used for stamps.

PHIL-A-TELIC:

Still no questions from you members so as stated in the last Newsletter, I'll be asking myself some questions and giving the answers. I've discussed this with the President (a lot of members always thought Phil talked to himself and this proves them right) and he think this will probably force some members to write. I hope the questions and answers will be of some interest to some of you.

Question: What is a killer cancellation?

Answer: The killer cancellations or postmarks are strong impressions that often blot out the postage stamp design. The killers, also correctly referred to as obliterators, are often a part of duplex postmarks, such as the Railway Post Offices (RPO) and Highway Post Offices (HPO) of the United States.

Phil's Address: 1333 South Park St., Apt. 515, Halifax, N.S. B3J 2K9

'T WAS MAY 6, 1980

by Doug Allen

In Ottawa on the eve of the 150th Anniversary of the issuance of the Penny Black co-Prime Ministers Brian, Jean and Ed triumphantly announced Canada Post Corporation had eliminated its deficit and henceforth would operate in the black. This had been accomplished by stringent cutbacks, however they said the last of the 1989 Christmas cards had been delivered and they promised the Valentines would be next. They stated this had been accomplished without delaying the next day delivery of junk mail. The happy state of affairs was only slightly dimmed by the disappearance, somewhere in the north woods of Vermont, of three trucks carrying airmail destined for Europe.

A large number of people, including a contingent from Nova Scotia, were in London hotels looking forward to visiting the huge "BLACKEX150" International stamp exhibition opening on the morrow.

The world's stamp designers had been working for many months and printers such as Canadian Bank Note, Harrison, House of Questa, U.S. Bureau of Engraving & Printing, Courvoisier and many others had rolled Penny Black commemoratives from their presses in huge numbers for almost all the world's countries. They were all neatly stacked in philatelic bureaux throughout the globe, sheets and miniature sheets many in high denominations, gaily coloured and drab, all awaiting to divest dollars, roubles, yen, bahts, cruzeiros, pesos, krona etc. from the wallets of collectors on the first day of issue.

The long-awaited day began in Vanuatu, Fiji and Tonga. The wickets there opened...but no collectors appeared. As the sun moved on the clerks in all centres such as Sydney, Singapore, Tokyo, Bombay, Mahe, Dubai, Cairo, Paris, London, Halifax, Antigonish, New York, Chicago and all the way to Honolulu experienced the same phenomenon their new philatelic goodies, which had been given much advance publicity remained undisturbed and unwanted. Even San Marino's only collector failed to trudge up the hill to the Post Office, the mainstay of that tiny country's economy.

All day the world's wicket clerks waited whiling away the time by playing cards, mah jong, checkers and other games or reading James Clavell's latest paperweight novel. Their customers never came and as the day progressively ended they sadly closed their offices and ambled off shaking their collective heads and entered their Ladas, Yugos, Mazdas, Saabs, Skodas, Mercedes, Fiats, Rovers, Lincolns or other vehicles and drove to their homes. On their journeys the devastating reality hit them. The long-feared revolt of the collectors against new issues had occurred and they would have to tell their families they would be looking for new jobs soon.

In Ottawa Brian, Jean & Ed issued another communique on May 7th. They promised to explore for other ways to balance Canada Post Corporation's new deficit caused by the non-cooperation of Canadian stamp collectors who had always been so supportive in the past.

THE PHILATELIC WORLD WOULD NEVER BE THE SAME AGAIN...IT WOULD BE FAR BETTER !

MEMBERSHIP: Resignation of membership was received from Jean LeBlanc, #740 NSSC due to relocation. We thank him for his kind words about the club and wish him well.

Membership granted to:
 #862 Alexander Doucet
 #863 James Arthur Levy
 #864 John A. Murrans

EXECUTIVE NOTES:

The Ways and Means Committee reported to the May 16 Executive meeting. Among their recommendations: that the charity auction continue but give the sellers the option of designating that proceeds be given to the club or to charity; that club members be encouraged to donate items for the monthly auctions with realizations to go to the club. Other suggestions, it was felt, were not applicable at this particular time, but would be considered in the future.

John Hall has agreed to chair NOVAPEX '89, but he needs able help to take over during his absence at the actual time of the Exhibition. Anyone who is able to help John in any way is asked to please get in touch with him or with George MacKenzie as soon as possible, bearing in mind that an early start on the exhibition will make everyone's task that much easier.

Stan Dunfield will take over as Programme Chairman. In his capacity as auctioneer he has requested a change in bidding intervals, starting with the September auction - after \$3 increases will be 50¢, and after \$10 increases will be \$1. He also recommends sellers place a catalogue value on items if at all possible.

A representative of the Seniors' Leisure Festival spoke to the Executive. The event takes place at the Lord Nelson Hotel, Sunday, August 28, approximate times - 10 a.m. to 4:30 p.m., and expecting in excess of 1200 attendees. The club would have a table with a pegboard backdrop for display, 2 or 3 persons are needed to tend the table at any one time during the day. As mentioned earlier, Russell Saulnier is the person to contact, and Dave Harvey has offered to help.

DUES: Archie Thomas is accepting payment of dues.

ADVERTISEMENTS:

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WANTED: 50 G. F. Rapkin pages for Crown Binder; Stamps: Botswana Scott #175, used and Zambia, Scott #158, used. Particulars to Winston R. MacIntosh, 6451 Dudley St., Halifax, N. S. B3L 2S2
 Work phone: 428-6319