



The Nova Scotia Post

The Newsletter of the Nova Scotia Stamp Club

May 2010

Volume 39, Issue 402

UP AND COMING

Every Saturday 4pm Auction
Seaside Book and Stamp

May 8 Douglas J. Gray
Open House Show, Dartmouth

May 11 Club Meeting
"Postal History of Annapolis
Royal" - Hugh Rathbun, Members
Stock

May 15 Friends of Philately
Bloomfield Centre, Halifax

RPSC Convention May 28-30
Windsor ON

June 5 Douglas J. Gray
Open House Show, Dartmouth

June 8 Club Meeting
Closing Meeting - Auction

June 17 Friends of Philately
Bloomfield Centre, Halifax

Novapex 2010 September 24-26
Dartmouth Sportsplex, Dartmouth

David Thompson and His Great Map

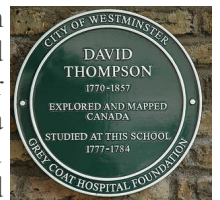
by Gordon Haliburton

At a recent Valley Stamp Club meeting, Stu Purdy gave a talk about Canada's map stamps. He passed very quickly over David Thompson and his map on the 5c commemorative issued on 5 June 1957, the 100th anniversary of Thompson's death. As happens, I had just been reading about Thompson and the map in an old copy of "The Beaver" from 2004. It is an interesting story.



David Thompson

David Thompson (1770 - 1857) was an English-Canadian fur trader, surveyor, and map maker. Over his career he mapped over 1.5 million square miles of North America and has been described as the "greatest land geographer who ever lived". David learned basic navigational skills at Grey Coat school in Westminster, England. In 1784, at age 14, he left home, never to return, to start a seven-year apprenticeship with the *Hudson's Bay Company* (HBC). He worked as a clerk at several outposts and starting in 1788, due to a seriously



fractured leg that led to a long convalescence, he began to refine and expand his mathematical, astronomical and surveying skills under HBC surveyor Philip Turnor. At the end of his apprenticeship he asked for a set of survey tools instead of a fine set of clothes that was normally given by HBC. He got both and commenced work for HBC as a fur trader and surveyor until 1797 when he defected to HBC rival *North West Company* (NWC).

North West Company allowed Thompson to pursue his interest in surveying and work on mapping the interior. He was sent to survey part of the Canada-US boundary along the water routes of Lake Superior to Lake of the Woods to satisfy unresolved questions of territory arising from the *Jay Treaty* between the US and Great Britain. He then went on to survey over 4000 miles from Grand Portage to Lake Winnipeg, to the headwaters of the Assiniboine and Mississippi Rivers, and two sides of Lake Superior. In 1804, Thompson became a full partner of NWC and had spent several years managing fur trade operations. NWC was sending fur traders across the uncharted western lands of North America, at a time when it was hoped to expand to the Pacific Coast and shut out American interests. The Lewis

and Clark expedition in the US forced NWC to charge Thompson, in 1806, with finding a route to the Pacific. He spent the years to 1812 mapping and surveying across the west and is the first European to fully navigate the Columbia River.

In 1812, William McGillivray, chief director of NWC, ordered



.....continued page 2

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Thompson continued

Thompson to make a great map showing the whole country explored by the company, with all its posts and travel routes - a summary of his years of exploring the interior of North America. It was to hang in the Great Hall at Fort William where every summer the Montreal partners and the men in the field met, partied and made plans for the coming season. Thompson was given three years but then was pushed to have it ready in two, which he did, and it was delivered in June 1814.

The map was huge! 6'9" tall and 10'4" wide, made of twenty five sheets of

paper glued together. If the geographers of the world could have seen it, they would have been overjoyed, but it was kept top secret by the company. Thompson tried in vain to publish it but could not get backing. Although, as years passed, other map makers utilized his work he remained unknown. His greatest achievement, it was so accurate that it was used for 100 years as the basis of maps published by the Canadian government.

After retiring from NWC, he spent his years working on projects - surveying, atlases, and started on a manuscript of his life's work that was left unfinished due to blindness in 1851. Financial misfortune ruined him, he was in debt by 1831, and despite his significant achievements he died in relative obscurity in Montreal in 1857 and was buried in an unmarked grave. In 1926, through the efforts of geologist J.B. Tyrell and the Canadian Historical Society, a grave stone was erected.

So in 1957, one hundred years after his death, Canada Post issued the 5c commemorative shown on the precious page. Many other honours followed that year. Celebrations are ongoing with bicentennial events marking his first crossing the Rocky Mountains are planned across the US and Canada from 2009 to 2011.

Stamp Oddities

New South Wales (NSW), a former independent colony of what is now Australia, is a difficult country to collect. Stamps were issued between 1850 and 1907, six years past the union of Australia in 1901. Due in part to their age and scarcity, many NSW stamps are difficult to find at cost that is not prohibitive to most collectors.

Color variations, differing perforations and multiple plates and dies are just a few of the stamp varieties that exist, further complicating the stamp collectors efforts.

NSW printed stamps on paper that was watermarked with the intended denomination. However, as one might suspect, stamps of a specific denomination were also printed on paper watermarked with a different denomination. Many of these varieties are extremely rare and nearly impossible to find.



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Nova Scotia Stamp Club
Halifax, Nova Scotia, Canada
<http://www.nsstampclub.ca/>

Nova Scotia Stamp Club meets at 7:30 p.m. on every second Tuesday of the month (except July and August) at the Nova Scotia Museum, 1747 Summer Street, Halifax, N.S. The club publishes a monthly newsletter (except summer) which is released on the first week of the month.

Dues are C\$15 per person (US\$20 US, US\$25 International) or C\$22.50 per couple payable to :

Nova Scotia Stamp Club
102 Birch Bear Run
Lewis Lake, NS B3Z 4B8
webnews@nsstampclub.ca

Advertising rate for the newsletter or website is \$50 (CDN) per year.



This ship's letter posted 16 05 37 in Barbados is franked with a block of 4 Russian- 10 rupee stamps in gray (Scott 241) from 1923. The letter is addressed to an address in Birchtown NS (near Shelburne). The ship is not identified in any of the markings, but a "Posted on Board" mark is used to cancel the stamps.

Colonel Addison Townsend, 1870 - 1967

Cover Story

by Michael Peach

Heard of "Cap" Townsend? No? They obviously had at the St. Petersburg Stamp Club (USA) when I gave a presentation on British Postal Stationery Cut-outs and Stamp Dealer Mail. In fact there is a "Cap" Townsend Stamp Club in Clearwater. As the use of stamps cut out from postal stationery for the payment of postage is prohibited in Canada as well as the USA, I wanted to show some USA covers with cut-outs that had passed through the mail. I readily found the two shown on eBay. The 1973 window envelope was undetected. The other to Capt. Townsend, postmarked Oklahoma City, was, however, held for the payment of the deficient 2¢, rather than charged postage due. Who was Capt. Townsend and why was this cover held for payment of the deficiency? His obituary shows that he had lived in Oklahoma, was a life member of the Oklahoma Philatelic Society, and that his sister lived in Oklahoma City.

He had been involved in the military during three wars: the Spanish American War and both World Wars. During the First World War with the rank of Captain, he established the Military Post Office at Hoboken, which handled all mail to and from the American Expeditionary Force.



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Addison Townsend was a stamp collector for eight decades, beginning when he was 15 in Omaha, Nebraska. He collected US Revenue stamps at a time when few collectors had an accurate idea about these stamps. As a stamp dealer in Washington in the 1890s he discovered the first of the 10¢ Baltimore Provisional stamps, an on cover example, which went to the Ferrari collection. He was a prolific author. In 1935 he wrote the book *United States Commemorative Stamp Facts*, covering the period from the 1893 Columbian issues to the 1935 San Diego commemorative stamp, which sold for 25¢! A second edition was printed a year later. A pioneer collector of flag cancels, in 1937 he prepared the first check list of the thirteen star Flag cancellations.

He had been involved in various stamp clubs, a life member of the Chicago Philatelic Society, the Flag Cancel Society, and an honorary member of the Clearwater Stamp Club. In 1957, he was one of the founders of the Sub Rosa Stamp Club, which was renamed in his honour in 1964 as the "Cap" Townsend Club.

From Bygone Days

by Jeff Parks, Editor

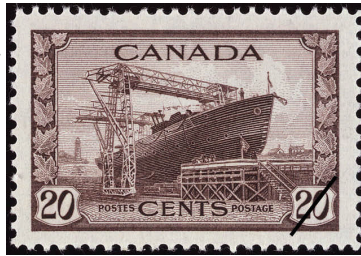
This month, in honour of the Navy's 100th, we take a look back at a Walter Horne article in Vol. 22 No.2 Feb 1988.

During 1942 and 1943, Canada issued a series of 14 postage stamps to dramatize her invaluable contributions to the allied war effort. Depicted on the 20c denomination is a corvette being built in a small shipyard at Sorel, Quebec. Specifically, the stamp shows the corvette HMCS La Malbaie, as she appeared just prior to launching on Oct 25th 1941, according to Major G.E. MacManus, Commanding Officer of the Canadian Forces Photographic Unit. Four other corvettes, a quartet of mine sweepers, and seven other ships were christened in La Malbaie's ceremonies.

The corvette class of escort vessel has a design based on that of a commercial whale-catcher.

Between 1939 and the end of the war, Canada built roughly 140 corvettes, which were manned by Canadian and British crews. The ship in point was named after La Malbaie, Quebec, Explorer Champlain dubbed the adjacent water body Malle-Baye (Bad Bay in the French of his era) because some ships grounded there during low tide. The corvettes as a rule were named after Canadian cities and towns.

Built at a cost of roughly \$500,000, the La Malbaie was given pendant number K273 and commissioned on April 28th,



1942. The 1,015 ton, 218 foot long craft with extreme breadth of 33 feet was constructed by Marine Industries Ltd. Fully loaded, the aft draft was 15 feet 7 inches. Her steam reciprocating main engine permitted a full-speed of 16 knots and an endurance of 3,450 nautical miles at 12 knots.

Dues deadline fast approaching

I know!! It can't be!! Not again ...already? Really?? Don't panic this is just a friendly reminder that membership dues become payable on July 1. Pay early. It is both time consuming and costly to send out multiple reminders. Cheers.

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Kaulback Island - Looking for Items!

I am looking for Kaulback Island material - FDCs and franked mail. Thanks to Hugh for supplying some of the stamps I was missing. I would also like to get a hold of copies of the newsletters No. 1,2,3,& 4. If you have any of these items to give, sell or trade, please contact Jeff Parks care of the newsletter (address page 2).

The Nova Scotia Post Needs You!!!

Send me your articles and cover stories now. web-news@nsstampclub.ca. **THE CUPBOARD IS STILL BARE!!** Unless of a timely nature, items will be printed on a first come basis. **The deadline for the June 2010 issue is May 28 26, 2010.**

Novapex 2010, a National level show, will be held September 24 to 26, 2010 at the Dartmouth Sportsplex. A silver award at the Regional level is required to enter, however the regional show will be available for new entries. It is a good time to start planning your exhibit. If you are interested in assisting with the planning and development of the show, please let the Club executive know. Details available on the club website... www.nsstampclub.ca/novapex10.html.