



The Nova Scotia Post

The Newsletter of the Nova Scotia Stamp Club

January 2022
Volume 51, Issue 505

UP and COMING

If our regularly planned activities are being cancelled as a result of changes in the pandemic, we will update you as we learn more.

NS Stamp Club - Jan 11
On-line Meeting

Moncton Stamp Fair - Jan 8
depending on Covid Regs.

Friends of Philately - ??

Check out the status of other shows at

www.rpsc.org/shows.html or
www.csdaonline.com/shows

Stay Home! Stay Safe!

"SPEED" HOLMAN, AN AVIATOR

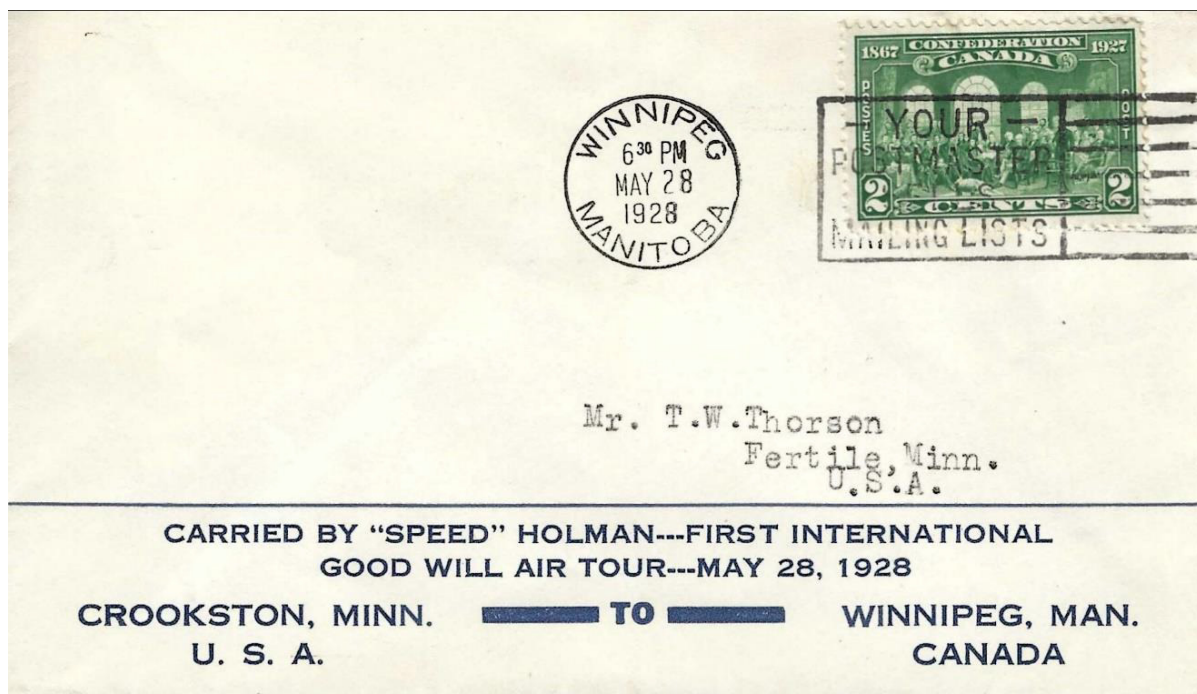
by Tom Reyman

Following World War I, there were many surplus military aircraft available for purchase at very low prices. Some planes were bought by former military pilots and others who began using them to display their flying skills as "barnstormers" at county fairs, airplane races, and stunt flying demonstrations. Charles "Speed" Holman at 19 years old acquired a war surplus Curtiss JN-4 "Jenny" airplane when his father purchased one for him. He quickly learned how to fly the plane and, because of his "dare devil" personality, developed into one of these stunt pilots who gained a widely known reputation for his flying abilities.

Holman was born in Minneapolis, Minnesota and showed natural ability as a pilot with his airplane. In the early 1920's, he flew in many of the air races that were scheduled around the U.S. Midwest. He also performed aerobatic stunt flying at the many annual county fairs. When Northwest Airways was able to secure a U.S. Post Office contract in 1926 to fly mail Contract Airmail on CAM 9, Holman was selected to be the company's first pilot. He also became the company's Operations Manager in 1927 when the airline added passenger service.

He continued to fly and entered many air races, winning the 1927 New York to Spokane Air Derby and the 1930 Thompson Trophy Race. During an air demonstration at the new Omaha, Nebraska airport on May 17, 1931, Holman was killed when his plane crashed during a dive.

The cover below was issued to commemorate the "Good Will Tour" that Holman made from Minnesota to Winnipeg, Manitoba in May of 1928, an international flight, Canada to U.S.. It is listed in the Air Mails of Canada and Newfoundland as AMCN # 2829.



References:

- The Air Mails of Canada and Newfoundland; Sixth Edition of the American Air Mail Catalog, Edwards Brothers, Ann Arbor, Michigan; 1997, Pgs. 100-101.
- <https://Historynet.com/aerobat-speed-holman.htm>
- [https://en.wikipedia.org/wiki/Charles_W._"Speed"__Holman](https://en.wikipedia.org/wiki/Charles_W._)

DEAD LETTER OFFICE HANDSTAMPS #66 - PRECURSOR OF D.L.O. HANDSTAMPS

by Gary Steele

D. L. O.
28 Oct 59

Prior to Confederation, 1867, there were no D.L.O. handstamps specific to the various D.L.O. offices in each province. They, however, did have their own DLO Return envelopes.

This nicely franked 2x4p cover from London England 31st March 1859, to Kingston, Upper Canada per 'Europa (S.S.)' could not be delivered.

At the Kingston Post Office, it was advertised, but after 90 days per handstamp ADVERTISED & / NOT CALLED FOR, it was not picked up. Note the ink is the same as the Kingston double split ring handstamp.

From there it was sent to the DLO in Toronto (Upper Canada), whereby they crossed out the Advertised... handstamp, dated per manuscript D. L. O. 28 Oct 59, (same ink). The next day it was mailed out of Toronto per double ring handstamp TORONTO, U.C., / OC 29 / 1859.

It is not certain; however, I believe the letter was returned to the sender in a Dead Letter Return envelope as this item was recently purchased in the UK. Other than the Try Toronto manuscript there is also no specific address.

A side note: The Europa (S.S.) (below left) was an America class mail steamship entering service in 1848, part of six vessels by the Cunard line sailing from Liverpool UK to New York via Halifax, and back. It lasted in the fleet for 19 years, then eventually converted

104, Finchurch Street E.C.
London 31st March 1859.



into a sailing ship. It won a Blue Riband Westbound record in 1848. In 1849 (below right) it collided with and sank the emigrant ship "Charles Bartlett" outside New York killing 135 souls. In August 1858 it again with and sank the "Arabia" off Cape Race.

Reference: Wikipedia on America-class Steamship.

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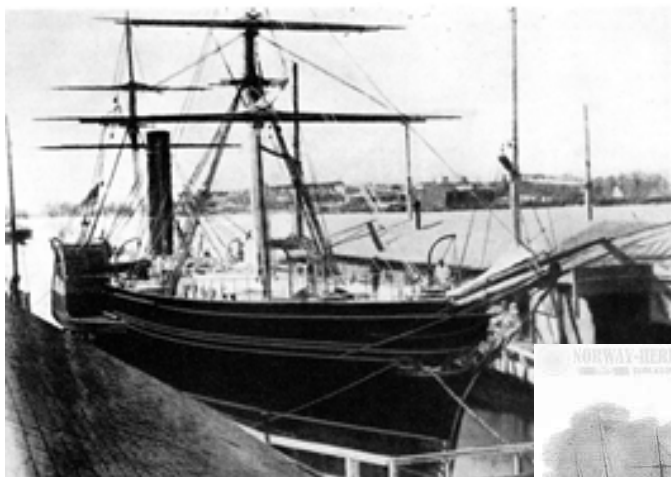
<http://www.nsstampclub.ca/>
webnews@nsstampclub.ca

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.

Membership is C\$15 per person (C\$20 US, C\$25 International) or C\$22.50 per couple.

Send **new membership applications** and **renewal payments** to...

NS Stamp Club c/o Jeff Parks
102 Birch Bear Run, Lewis Lake, NS B3Z 4B8



Engraving from

The Illustrated London News, July 7, 1849

Source : <http://www.norwayheritage.com/>

<https://creativecommons.org/licenses/by-nc-nd/4.0/>

TRANSIT TIME PUZZLER

by Marty Zelenietz

Disruptions due to COVID-19 have accustomed us to delivery delays of mailed items. Some delays (or lack of delay) seem beyond reasonable explanation. Here is a case in point.

In late November, I purchased two items on eBay, one from a vendor in Quebec and the other from BC. The Quebec purchase was sent from Durham-sud on the 23rd (hand cancel), transited Montreal on the 24th (machine cancel), and arrived in Dartmouth 6 December. The straight-line distance between Dartmouth and Durham-sud is perhaps 720 km. The total journey, via Montreal, comes to around 830 km. Total time for the trip: 13 days.

The second item was sent from Chilliwack, BC, on 27 November (hand cancel). This was the time of the “atmospheric rivers” and flooding in the lower mainland of BC, with associated highway closures and shipping disruptions. It arrived here on 2 December. The straight-line distance between Chilliwack and Dartmouth is about 4,350 km. Total time for the trip: 5 days.

The letter from Quebec averaged about 64 km/day on its journey. The letter from BC, under challenging conditions, averaged 870 km/day. I can offer no plausible explanation for why the letter from Quebec took so long, or why the letter from BC arrived so quickly. These are strange times we live in.

HENRY MONTAGUE AND QUEEN ANNE’S BOUNTY

by Elizabeth Soderro

Sometimes it is penmanship, sometimes a date, perhaps a cover’s marks or addressee, maybe none of these, but often a cover just ‘speaks’ to the collector. This cover (lower right) from York to London shows a Bishop Mark for the 4th of May (1761) and a straight-line YORK. The letter was written 1st May and received in London 4th May. The rate at that time was 4d.

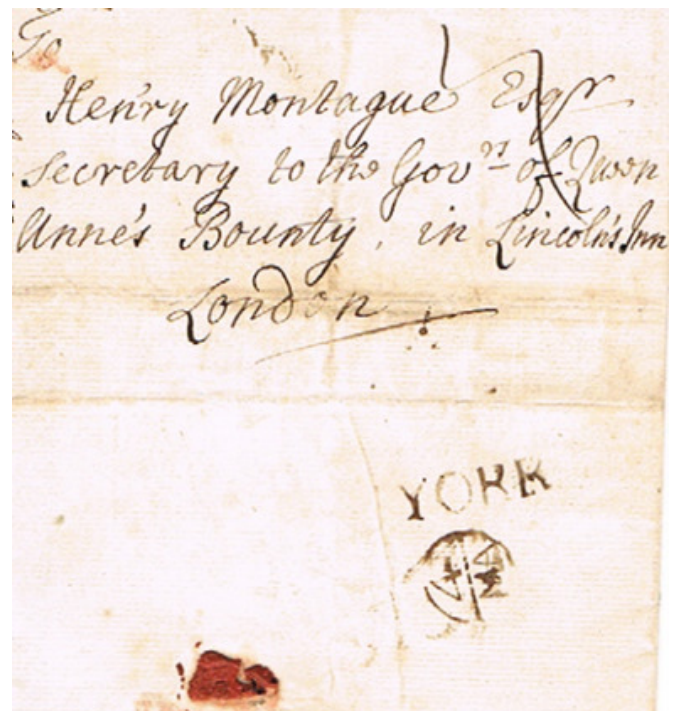
The intriguing part of the address is Queen Anne’s Bounty. During Queen Anne’s reign (1704-1714) Parliament enacted “Queen Anne’s Bounty Act” (1704) for the ‘Augmentation of the Maintenance of the Poor Clergy’. Henry Montague served as secretary from 1738 to 1765. There were at least nine amendments to the Act between inception and 1870. The Bounty was finally retired in 1947. Montague resigned in 1765 and requested a pension, it is not clear whether he received one or not.

The writer of the letter is Mr. Kay, V of Bilton, V indicating Vicar. His church, St. Helen, was built in 1166. Church records show that the vicarage was augmented by £200 from an estate and £300 from a parliamentary grant!

COLLECTING BEFORE THE COMPUTER AGE

by Elizabeth Soderro

A self-folded letter written May 3 1821 at Hawick (Scotland) and received at Edinburgh May 4 1821. Nice markings on attractively balanced cover but.....! This collector mounted the letter then added a hand drawn ‘blow-up’ of the markings. A boxed HAWICK in black shows mileage mark and route C for Carlisle. A red 24mm Edinburgh octagon shows date and the period of use for that mark, Feb 1811 – Dec 1823. Not noted by collector is M to the right indicating morning while W on the left is initial of postal employee who used that stamp. Granted all this can now be done by computer but there is something quite special and quite personal about a hand-crafted page.



Come to Toronto for CAPEX 22
June 9-12, 2022
Venez à Toronto pour CAPEX 22
<https://capex22.org>

Stamp Oddities

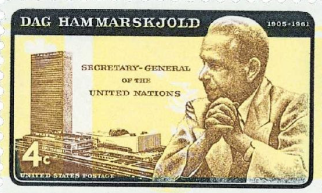
Dag Hammarskjöld joined the Swedish delegation to the United Nations in 1949 and was named acting chairman of the delegation in 1952. Following the resignation of Secretary-General Trygve Lie, Hammarskjöld was elected as the 2nd Secretary-General in April 1953 and served until his death in a plane crash in September 1961. Hammarskjöld was on a diplomatic mission to the Congo when the plane carrying him and 15 other passengers mysteriously crashed in Northern Rhodesia (present day Zambia) killing all on board.



Dag Hammarskjöld
(1905-1961)
Source: UN.org

Nominated before his death, Hammarskjöld was posthumously awarded the Nobel Peace Prize in 1961 "for developing the UN into an effective and constructive international organization, capable of giving life to the principles and aims expressed in the UN Charter". President Kennedy said he was the "greatest statesman of our century".

The US Post Office Department (now USPS) issued a stamp (Sc# 1203) in October 1962 to honour Hammarskjöld's life and works. The stamp shows an image of him next to the UN buildings printed in brown with a yellow background and framed in black.



Leonard Sherman, a New Jersey jeweller, discovered a sheet of the stamps with an error - the yellow background inverted, creating a white "shadow" next to the United Nations building (Sc# 1203a) - about three weeks after the release.

When US Postmaster General Edward Day heard of the yellow-inverted error he ordered an intentional reprinting of it to avoid creating a rarity. "The Post Office Department is not running a jackpot operation" Day quipped. 40,270,000 were printed (Sc# 1204), a third of the original. The inverted stamp, known as "Day's Folly", was released in Nov. 1962.

Mr. Sherman, who thought he had a windfall that would pay for his children's college tuitions, obtained a court injunction against the reprinting, but it came too late to stop production; however, the Post Office did provide him with an affidavit that his was the original sheet. Sherman donated his sheet to the American Philatelic Society in 1987.

How many original invert stamps were produced is not known and it is virtually impossible to determine an original print from a reprint, unless it has a clear early date stamped on it. A first day cover of the original error sold for \$3500 (USD) in 2005. Only the original unintentionally printed specimens are considered to be errors.

THE IDEAL STAMP

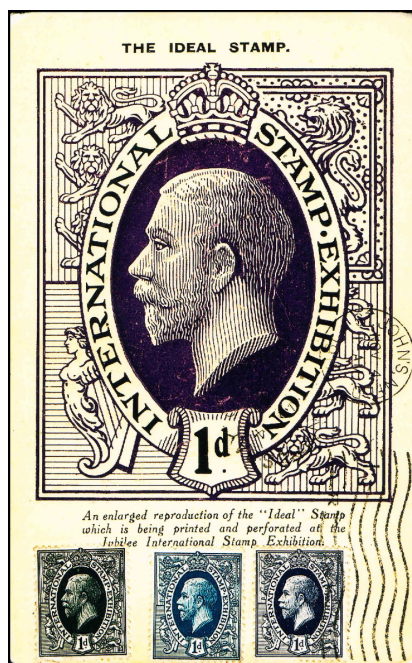
by Michael Peach

King Edward had died on 6 May 1910 and the Prince of Wales became King George V, the philatelist king. New stamps were needed. In January 1912, the Junior Philatelic Society, now the National Philatelic Society, announced a competition to design an ideal stamp. Organizers of the London 1912 Jubilee International Stamp Exhibition offered prizes for the best designs submitted. The competition attracted many hundreds of entries. There were three prize winners. A design proposal by Mr. H. Schubert for a one penny stamp was adopted and subsequently modified.

The Exhibition was held October 14 – 19, 1912 at the Royal Horticultural Hall. The stamp was reproduced on the cover of the show catalogue. During the show, intaglio and surface printed stamps were produced by Waterlow Brothers & Layton. Black was the only colour used for the recess printed stamps, but the surface printed stamps were in several colours, including blue, violet, brown, red, grey black, and olive.

A souvenir postcard was produced with an enlarged reproduction of the Ideal Stamp, that shows clearly a unique feature of the stamp: the engraving of the King's head has vertical lines, rather than the standard horizontal lines. The King's head is shown in profile like the present-day Machin definitives. On the bottom of the card, there are three of the actual

stamps, one black, one blue and one violet. It was mailed to the well-known Newfoundland philatelist the Reverend E. E. Rusted (miswritten as Busted). The postage was paid with two of new much maligned green ½d George V Downey head stamps and has the special show cancellation, JUBILEE INTERNATIONAL STAMP EXHIBITION OC 19 12 and arrived in St John's on NOV 4 1912.



An enlarged reproduction of the "Ideal" Stamp which is being printed and perforated at the Jubilee International Stamp Exhibition.



SOUVENIR of the Jubilee International Stamp Exhibition
Held at the Royal Horticultural Hall, London
14th-19th 1912. Issued by the National Philatelic Society.

