



The Nova Scotia Post

The Newsletter of the Nova Scotia Stamp Club

February 2022
Volume 51, Issue 506

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 - Feb 8, 7:30 pm
On-line Meeting - Show and Tell
Jim Graham - Perpins
Details sent by email

Moncton Stamp Fair - Feb. ?
depending on Covid Regs.

Friends of Philately -
3rd Thursday of the month

Capex 22 - Jun 9-12
MTC, Toronto

Check out the status of other shows at

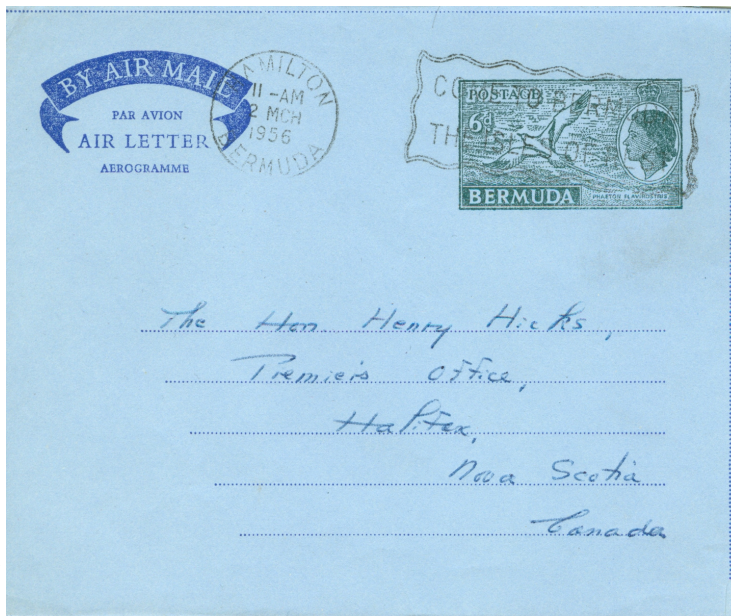
www.rpsc.org/shows.html or
www.csdaonline.com/shows

Stay Home! Stay Safe!

A COVER STORY

by Marty Zelenietz

I came across this cover during my daily early morning perusal of my saved search "birds, used, stamps" on eBay. A used aerogramme with a bird indicium looked interesting, so I put it on my watch list. A few days later I was cleaning up the watch list and took a closer look. On the plus side, I had seen this bird (White-tailed Tropicbird) in the wild, so I could add it to my collection. Two things, though, made me hesitate: I already had many White-tailed Tropicbird stamps (including several from Bermuda with the same design shown on the indicium), and the asking price of €16 (plus postage) was a bit rich for my tastes. My finger hovered over the delete button when I noticed that the aerogramme was sent to Halifax. Closer examination revealed that it was addressed to Henry Hicks.



Dr. Henry Hicks (1915-1990) was the Liberal Premier of Nova Scotia from 1954 to 1956. Later, as President of Dalhousie University (1963-1980), he was credited with putting Dal on the road to becoming the world-class university it is today: the Henry Hicks Academic Administration Building was dedicated in 2002 to honour his accomplishments. He was named to the Order of Canada in 1970, and appointed to the Senate in 1972. He retired from the Senate in early 1990, and died later that year in an automobile accident.

Hicks was more than a major figure in Nova Scotia - he was a world-renowned philatelist, specializing in Crowned Circle handstamps and Bermuda stamps and postal history. A member of numerous societies and organizations, he was a Fellow of both the Royal Philatelic Societies of London and Canada, but most importantly (for me) he was a member (#273) of the Nova Scotia Stamp Club, and had endowed a trophy in memory of his second wife's late sister (the Madge Morrison Award).

With all the history tied up in one name, the cover HAD to come home. I saw that the vendor would consider offers, so I promptly made an offer of €10. A short while later the vendor counter-offered at €11. I accepted. One piece of Nova Scotia history has been repatriated, finding a place in a collection of bird stamps. The wonders of philately!

Postscript. I purchased the cover on 3 January from a vendor in France. It arrived in my mailbox on 13 January. Astounding, given the slow pace of mail these days.



Dr. Henry Davies Hicks
(Philatelic Specialists Society website)

DEAD LETTER OFFICE HANDSTAMPS #67 - TO KOREA AND BACK

by Gary Steele



28mm diameter, sans-serif, all caps, proofed
Feb 24, 1937

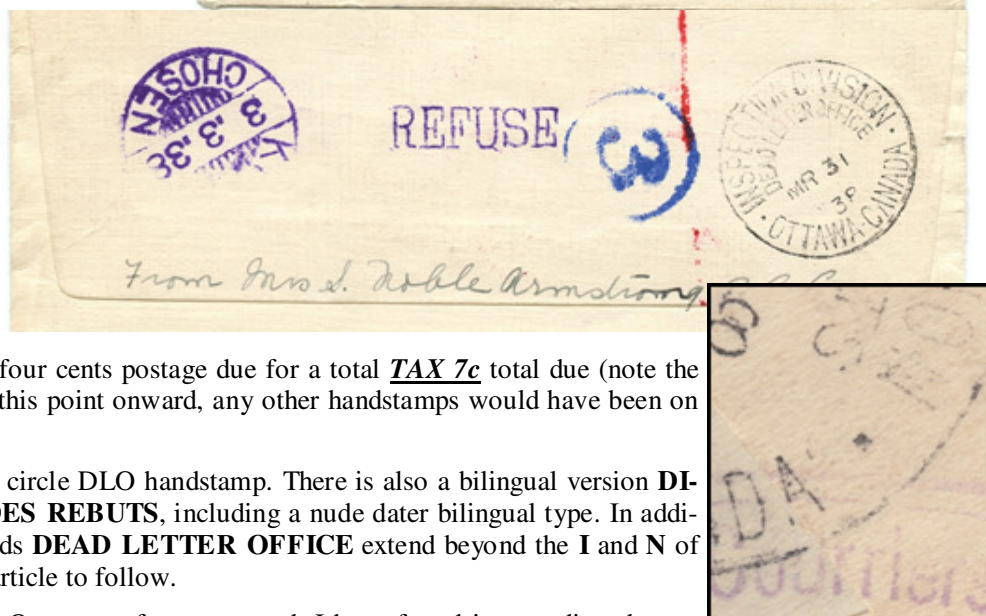
Postal history collectors who specialize in any issue from Large Queens to modern day eventually end up looking for material to scarcer destinations. There are always the top ten or twenty destinations that you either don't have, have never seen or have not been able to obtain when available.

Due to the tumultuous history of Korea as well as the language barrier, little mail seems to be available from Canada to Korea during the 1937 to 1942 period. At this time Korea was under Japanese rule and it had been declared that it was to be known officially as Chōsen.

Shown, is an interesting five cent surface rate cover mailed Jan 18, 1938, with only a three cent Mufti stamp. Short-paid 2 cents x 5 centimes x double deficiency is equal to the T20 due. Arriving in Keijō, Chōsen (Seoul, Korea), it was marked on the obverse with a **REFUSE** handstamp, and on the front **REBUTS** along with Japanese instructional markings.

Returned to the Ottawa DLO per March 31, 1938, handstamp, a Dead Letter Return fee of three cents was charged and added to the four cents postage due for a total **TAX 7c** total due (note the DLO inspector's handstamp Circle 3). From this point onward, any other handstamps would have been on the Dead Letter Return envelope.

Several articles could be written on this steel circle DLO handstamp. There is also a bilingual version **DIVISION SE L'INSPECTION BUREAU DES REBUTS**, including a nude dater bilingual type. In addition, another version exists on which the words **DEAD LETTER OFFICE** extend beyond the I and N of **INSPECTION DIVISION**, maybe the next article to follow.



One area of new research I have found is regarding the apparent dots on each side of **+OTTAWA - CANADA+** are plus signs "+". These eventually get worn down to just dots. Usage for this exact type was from March 1937 to November 1947, other types can be as early as 1921.

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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

CLUB MEMBER'S EXHIBITING ACCOLADES

Congratulations to Club Members on their recent accomplishments:

To: Jack Forbes on receiving a Large Vermeil for his exhibit "Cyprus-King George VI Definitives Used in Making Up Postage Rates on Air Mail Items" at Bangabandhu 2021 Virtual International Exhibition.

To: John Hall on receiving a Large Silver for his exhibit "Rate and usage of the Canadian National Parks Stamps" at Emirates 2022.

To: Jean-Jacques Tillard on receiving the Álvaro Bonilla Lara Award for the recognition of effort in the field of philatelic literature from FIAF for his catalog "Tillard Catalogue de cotation des timbres de Saint-Pierre-et-Miquelon – Les « classiques » 1885-1908, Edition 2021-2023".



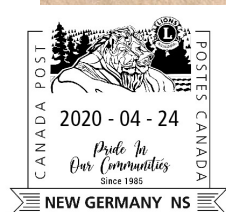
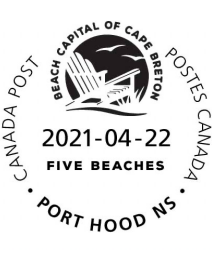
Come to Toronto for CAPEX 22
June 9-12, 2022
Venez à Toronto pour CAPEX 22
<https://capex22.org>

LOCAL PICTORIAL CANCELS

by Dennis Bedley

The current Local Pictorial Cancels can be found on the Canada Post website at <https://www.canadapost-postescanada.ca/cpc/en/personal/collectibles/pictorial-cancels.page> The new Port Hood pictorial cancel, which replaces the long standing “Home of Al MacInnis” cancel introduced in 2003, was spurred on through the efforts of club member, Gordon Smith.

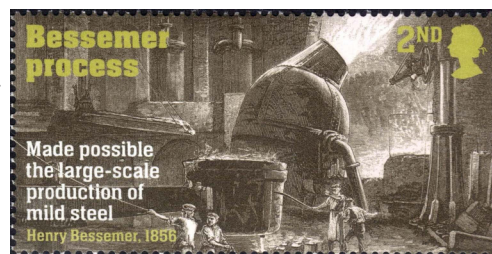
In addition to this on-line resource, Hugh Rathbun published “Nova Scotia Pictorial Postmarks 1975 – 2018” in 2018. This in-depth resource lists the postmarks by community and then by earliest recorded date of usage of the cancel. It includes information about the errors and the ink colours used for the cancel. Dennis Bedley’s Louisbourg cancel from 2008 was a replacement for another device introduced in 2008 which omitted the final “A” in Canada.



SIR HENRY BESSEMER: THE STEEL MAN

by Michael Peach

In October 2021, the British Post Office issued a series of stamps commemorating the Industrial Revolution. One of the stamps showed the Bessemer process



which is the preparation of mild steel by blowing oxygen or air through molten pig iron in an egg-shaped furnace converter, known as a Bessemer converter. In addition to the British stamp, the Bessemer process was also shown on a Swedish stamp in 1958. The process was quick and finished



within half an hour, producing approximately 7 tons of molten steel from pig iron. The introduction of the Bessemer process also resulted in a drastic reduction in the price of steel from about \$90/ton to about \$10/ton. Steel

was one of the major developments in the second industrial revolution, being used extensively including in the construction industry and railways, replacing the brittle cast iron previously used. The Bessemer process continued to be used until the late 1960s and was replaced by a similar process using pure oxygen. A visit to a steel plant was always spectacular and I first went to the Islip Iron Works (Northamptonshire) on a school trip.

Sir Henry Bessemer (January 19, 1813 – March 15, 1898) patented the Bessemer process in 1856 and earned over £1 million in royalties. He was working in Sheffield at the time and his invention played a significant role in establishing the city as a major industrial centre. During his lifetime, Bessemer was elected a Fellow of the Royal Society in 1877 and knighted in 1879. The steel process was not his only invention, he registered more than 110 patents.



CORRECTION: DLO #66

A correction to the last paragraph of DLO article #66 in Volume 505 should read:

A side note: The Europa (S.S.) 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 was converted into a sailing ship. It won a Blue Riband Westbound record in 1848. In 1849 it collided with and sank the emigrant ship “Charles Bartlett” outside New York killing 135 souls. In August 1858 it collided with and sank the “Arabia” off Cape Race.

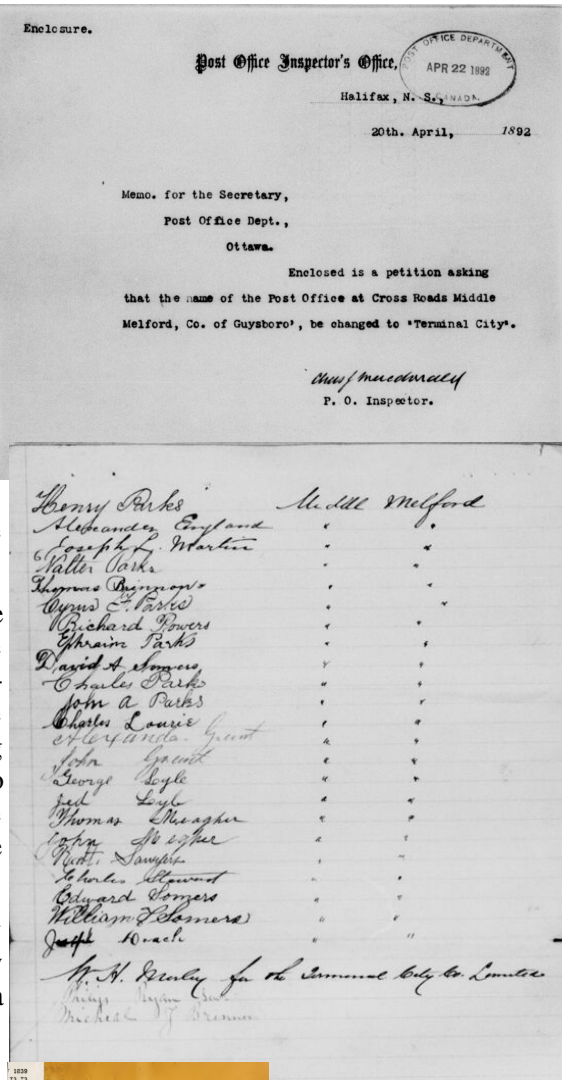
TERMINAL CITY, GUYSBOROUGH COUNTY, NOVA SCOTIA

by Jane Sodero

In April 1892, the Post Office Inspector for Nova Scotia received a petition¹ from the Postmaster “together with the merchants and Justices of the Peace and all the ratepayers” asking for a change in the name of the post office from Cross Roads, Middle Melford to Terminal City. In his letter, W. K Morley noted that there was already a Melford in Annapolis County and another in Cape Breton which caused confusion. He also pointed out that the Sand Point and Pirate Harbour post offices were nearby which caused further confusion since mail intended for those places often was sent to Cross Roads, Middle Melford and then had to be forwarded on.

Charles J. MacDonald, the Post Office Inspector for Nova Scotia, forwarded the petition to the Post Master General recommending the name change “at the name “Terminal City” is now becoming known all over the Continent”. He also wrote “the Company in question have begun quite extensive operations in the neighbourhood”.

Acts to incorporate the Terminal City Company and the Terminal City Railway Company were passed in the Nova Scotia Legislature in 1888. According to the 1891 publication by Charles G.D. Roberts, ‘The Canadian Guide-book: the



tourist's and sportsman's guide to eastern Canada and Newfoundland...”, Terminal City was to be developed by “a company of Canadian and American capitalists...proposing to erect a great city...whence fast steamers are to traverse the Atlantic and lightning, expresses rush westward.” Roberts’ account says that the scheme is well-developed and “may perhaps be carried out” which would bring the area out of “its present obscurity”.²

The New York Times reported in 1891 that a site with a good harbour had been chosen and the Nova Scotia government granted the company eight square miles of coal land in Cape Breton and subsidized railway to connect Terminal City to Port Mulgrave³. The appeal of the site was that it was 600 miles less than New York to Liverpool saving two days on the ocean.

In 1892 and 1894, two other acts were passed by the government amending and extending the original agreement. The 1894 Act extended the date for starting the railway until April 16, 1902.⁴ As

we know, there is no Terminal City in Guysborough so what happened to the scheme? In the 1891 census, there were several men with railway related occupations living in Melford but by the 1901, those occupations had all disappeared leaving seamen and fishermen.

The post office continued to be called Cross Roads, Middle Melford until it closed in 1937 for “limited usefulness”.⁵ The office had two split ring cancels – one proofed in 1877 and a second proofed in 1894.⁶

1 https://heritage.canadiana.ca/view/oocihm.lac_reel_c7254/56?r=0&s=5

2 Roberts, Charles G. D. The Canadian Guide-book: the Tourist's and Sportsman's Guide to Eastern Canada and Newfoundland... New York: D. Appleton and Company, 1891.

<https://www.canadiana.ca/view/oocihm.56228/335?r=0&s=1>

3 NY Times—Time Machine tinyurl.com/2fkdkn5

4 The Statutes of Nova Scotia, 1894 tinyurl.com/yzbs8c2z

5 Library and Archives Canada tinyurl.com/mr4y5j8s

6 Hughes, J. Paul (ed.). Proof Strikes of Canada Volume IV ‘Split Circle Proof Strikes of the Maritimes. Kelowna, BC: Robert A. Lee Philatelist Ltd, 1990.

