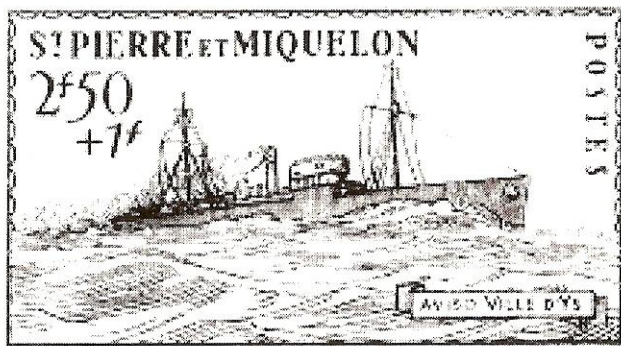


CALGARY PHILATELIST

Issue 62

October 2003



In this issue: Jim Taylor writes about a Vichy stamp that never made it to St. Pierre and Miquelon during World War Two but whose subject matter did.

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Membership dues for the season are \$15, plus an initiation fee of \$10 for new members. Send to the CPS, Box 1478, Calgary, Alberta T2P 2L6. Notice of address changes or enquiries about missing copies should be sent to the Membership Chairman, not the Editor.

The CPS mailing address is Box 1478, Calgary, Alberta, T2P 2L6. The Web site is: <http://members.shaw.ca/calphilso> All articles as hard copy only, mailed to Box 6830, Calgary, T2P 2E7, or handed to Dale Speirs at meetings.

The CPS was founded in April 1922 by Dr. Edward George Mason. It is Chapter 66 of the Royal Philatelic Society of Canada, Chapter 1360 of the American Philatelic Society, and Chapter 91 of the American Topical Association.

A cumulative subject index from issue #1 to date for the CALGARY PHILATELIST exists but because of its length is too long to be published in this bulletin. A copy can be had for free from the editorial address at Box 6830.

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THE 1941 STAMP AND THE VILLE D'YS INCIDENT AT ST. PIERRE
by Jim Taylor, CPS

The Stamp.

The French naval sloop Ville d'Ys is the subject of a postage stamp inscribed "St. Pierre et Miquelon". The stamp is listed as Scott #B8C, and SP&M Specialized Catalogue #277 and #277i. It was released in 1941 as part of a set of three semi-postals by the Vichy authorities in German-controlled unoccupied France. Wartime German submarine activity and general shipping chaos prevented shipment of supplies of the stamp to the colony. The issue was never sold at the St. Pierre and Miquelon post offices.

The bright blue stamp, in horizontal format (see front cover), shows the Ville d'Ys under steam in rough seas. Dense smoke from the coal-fired boilers can be seen trailing the vessel. The name AVISO VILLE D'YS appears on a ribbon in the lower right. The French Navy aviso (advice vessel) designates a small tonnage ship in charge of carrying announcements and orders. The denomination 2f50 plus a 1f surcharge is in the upper left with the colony name. The word POSTES (postage in French) is in the top right. Note that the initials RF, for Republique Francaise (predecessor to the Vichy regime), are notable for their absence from design.

D.A. Leroux designed the stamp and his name appears in tiny capital letters in the lower left. The stamps were printed at the Helio Vaugirard works in France by Heliogravure, a trade name for the rotary photogravure process. The printer's imprint HELIO VAUGIRARD. PARIS appears in the lower right of the design. The stamp's perforations gauge at 13.5. Imperforate varieties are reported. Copies with St. Pierre postmarks during the wartime period are impossible. Some stamps on post-war covers used at St. Pierre are contrived curiosities.

The Ship.

The Ville d'Ys began as the HMS Andromeda under construction in a British shipyard in 1917. Before she was completed, the British transferred her to the French navy as a replacement for the Rigel, that was torpedoed by German submarine U35 at Algiers on October 2, 1916. The Andromeda was re-named Ville d'Ys II by the french after the mythical Breton city of Ys. The vessel was launched in June 1917. The coal-powered sloop was 81.7 metres in length, displaced 1250 tons, and carried one 100mm gun, two 76mm guns, and two 47mm guns. The crew numbered 92.

Between the war years from 1920 to 1940, the Ville d'Ys served as an armed fisheries patrol vessel in the North Atlantic. Her mission on the Grand Banks and

Greenland was distribution and collecting of mail from the various fishing fleet vessels. Figure 1 shows a 1938 cover with the straight-line "Aviso VILLE D'YS" and the Marine Francais (French Navy) circular anchor cachet. The Ville d'Ys also handled medical emergencies and served as a fleet commissary for items such as tobacco and foodstuffs. Conditions in the North Atlantic fishing fleet were harsh and dangerous, and the patrol duty meant stretches up to six months away from home port.

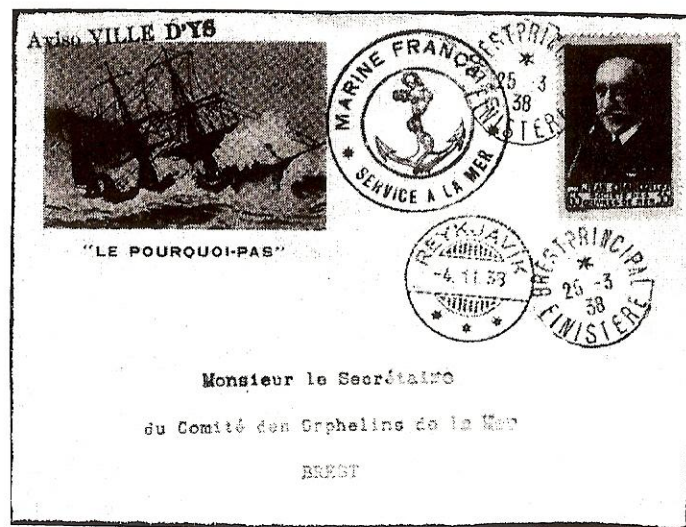


Figure 1: Philatelic cover with straight-line handstamp "Aviso VILLE D'YS" and circular French Navy cachet. Postmarked at Brest, France, and Reykjavik, Iceland, in 1938.

1941 Ville d'Ys Incident At St. Pierre.

The start of World War Two in September 1939 found the Ville d'Ys taking on supplies in the port of Halifax, Nova Scotia. She remained on station with the French fishing fleet in the early months of the war. The war went badly in France. The defeated French government surrendered to the Germans in June 1941. General Charles de Gaulle escaped Paris and set up the Free French government in London. The Ville d'Ys was at St. John's Newfoundland, when the armistice

with the Germans was signed by the pro-German government at Vichy. The crew, loyal to Vichy rather than de Gaulle, avoided British seizure by escaping from St. John's harbour for the high seas. The Ville d'Ys sailed for French territory, at this time still loyal Vichy and theoretically neutral, at St. Pierre in the Gulf of St. Lawrence off the South coast of Newfoundland.

The early days of the war and the surrender of France caused a dilemma for the French fishing fleet that found itself cut off from the home country. The fleet of 30 vessels, including 12 modern trawlers, and its 1,500 seamen also headed for a friendly reception to St. Pierre. In the immediate aftermath of the fall of France, the citizens of St. Pierre and Miquelon were, with the exception of the government-appointed Administrator of the island, Count Gilbert de Bournat, almost entirely pro-Free French [1]. Most wanted to continue the fight against the Germans, and many young people left the island to join the Free French forces.

However, the arrival of the armed Ville d'Ys in St. Pierre shortly after the armistice was not only a symbol of Governor Bournat's Vichy authority, but also a force of armed seamen to back him up. The Ville d'Ys and the large French fishing fleet sought refuge in the colony while waiting to determine if and how it should return to France. The presence of an armed Vichy warship at St. Pierre was very disturbing to the Newfoundland authorities, who were very leery of the ostensibly neutral Vichy armed presence. Newfoundland took quick action to eliminate St. Pierre as a port of call for the government coastal supply boat Belle Isle, and to protect the colony from a potential source of trouble at St. Pierre.

September 15, 1941, was a typical Sunday afternoon harbour-side in the centre of the tiny town of St. Pierre. A small crowd of town folk and fishermen, as was usual on a Sunday, had gathered at the Quai de la Ronciere, the main government wharf. It was customary to light up a pipe and trade the week's news with the neighbours after church. Several visiting Newfoundlanders had joined the crowd. The Ville d'Ys, tied up alongside the Quai, completed the scene of peace and tranquillity.

At this point the drone of aircraft engines could be heard in the distance. Two twin-engine reconnaissance bombers appeared over St. Pierre. These were American-built Douglas Digby Mark 1 B18A aircraft of the Royal Canadian Air Force (figure 2, next page). The planes were based with Number 10 'North Atlantic Squadron' at Gander, Newfoundland. Their usual role was anti-submarine patrol in the north Atlantic. The two aircraft arrived at St. Pierre with a mission. While one aircraft stayed at height, the other swooped down to 200 feet and flew low over the harbour. An aircrew member snapped photographs of the Ville d'Ys. The aircraft fired no shots.

The Ville d'Ys crew quickly readied an on-deck anti-aircraft gun for action. They appeared to be preparing to attempt to fire on the aircraft. The Sunday crowd dockside reacted violently. They shouted support for de Gaulle, the Free French, and the Allies, and hurled insults and stones at the Vichy ship. The situation turned ugly. In retaliation, the ship's officers turned a fire hose on the demonstrators. Seamen armed with rifles and fixed bayonets were ordered to clear the dockside. The crowd was dispersed. Some arrests were made of the several Newfoundlanders in the crowd who had been instigators in the disturbance.

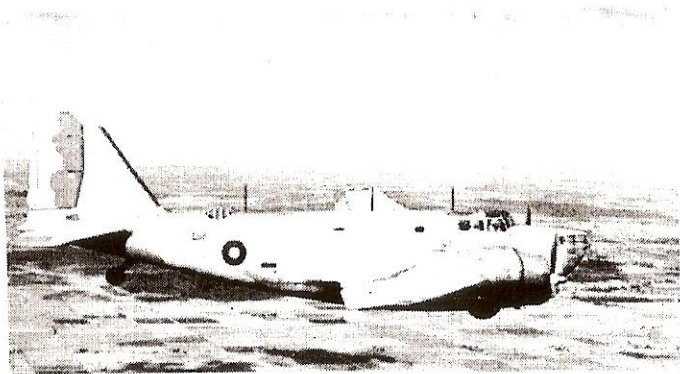


Figure 2: Douglas Digby Mark 1 B-18A of the R.C.A.F.

Withdrawal To The West Indies.

The Ville d'Ys was isolated at St. Pierre and surrounded by hostile British and Canadian controlled waters. They were in a dilemma, but yet persistent in support for Vichy rather than the Free French. Finally the Ville d'Ys set sail for Martinique on November 1, 1941, after the British Admiralty had given the Vichy sloop a guarantee of safe passage to the French West Indies. Pierrais interpreted this as an abandonment of the colony by Vichy. The last of the French trawlers escaped to France in late November and early December 1941. The Royal Navy intercepted two of the 12, one ran aground, and the rest fell into German hands back in France. The pro-Vichy governor was deposed by force on December 24,

1941, and St. Pierre rallied to the Free French in the Christmas Day 1941 referendum. The Ville d'Ys was disarmed at Fort de France, Martinique, and eventually scrapped on September 19, 1947.

Reference.

1] Anglin, Douglas C. (1999) FREE FRENCH INVASION: THE ST. PIERRE AND MIQUELON AFFAIRE OF 1941. Published by Penny Black Publishing (2335 Paliswood Road SW, Calgary, T2V 3P6). 219 pages.

THE 1868 TWO CENTS LARGE QUEEN OF CANADA

by Charles Verge

With the creation of the Dominion of Canada on July 1, 1867, a new postal organization was required. On April 1, 1868, the post offices of Canada, new Brunswick, and Nova Scotia were amalgamated, new rates set, and new stamps issued (Canada Scott #21 to 33). The 15-cent (Canada Scott #29) was put on sale February 22, 1868, because the 15-cent British packet rate via the USA had come into effect on January 15 of that year, and the 5-cent in 1875.

The government wanted the new stamps printed in Canada. Provincial stamps had previously been printed in New York by the American Bank Note Co. and its predecessor Rawdon, Wright, Hatch & Edson. A 10-year renewable contract was given to the British American Bank Note Co. (BABN) of Ottawa. In fact, it lasted 29 years from 1868 to 1897. During that period the stamps were printed in Ottawa (1868-1874) and Montréal (1874-1888). Some of the Large Queen values were replaced as early as 1870 by the Small Queens. Even though the period of use of the Large Queens was short, except the 15-cent which was never replaced, a number of printings exist. There are ten or more paper varieties, including the Bothwell and Pirie watermarked papers. The Pirie watermarked paper was used only for the early printings of the 15-cent. As well, different gauge perforation wheels were used at different times. However, the 2-cent is only found perf 12.

The green 2-cent Large Queen (Canada Scott #24) is probably the most interesting of the issue, if not of all Canada, because there are so many unusual items and interesting rates of this stamp. The 2-cent on laid paper, the 2-cent block of 18 showing the full Bothwell watermark, the 2-cent adjoining town rate, and the 2-cent/3-cent tête-bêche composite die proof are just some of the examples of the uniqueness of the 2-cent value.

Many essays, die proofs, and plate proofs for this issue have been seen in collections for decades. Recently a number of formerly unknown items have appeared on the market as a result of material from BABN coming up for sale or material sold by descendants of the partners of BABN. For example, die proofs on India paper of the 2-cent have been known for years; recently die proofs on wove paper appeared at auction. Another example is the 2-cent/3-cent tête-bêche composite die proof. Until the autumn of 1997, the black example of this composite die proof, in the Brigham collection, was the only known copy of this unique proof. On October 10, 1997, some of the archives of the BABN came up for sale at Spink in New York. Amongst the items offered was another 2-cent/3-cent tête-bêche composite die proof. Most of the BABN items in the Spink sale were never sold, being claimed as property of the Government of Canada by Canada Post Corporation. They were subsequently turned over by Canada Post to the Canadian Postal Archives where they, including the new 2-cent/3-cent tête-bêche composite die proof, are now housed for posterity.

Multiples of any Large Queen are rare, particularly since large multiples tend to be broken down by dealers and collectors who seek to make the most financial gain from their investments. The 2-cent is no exception to the rule. After the Fifth sale of Large Queens, a block of 17 was broken down into several pieces.

Although replaced in 1872, four years after its issue, by the 2-cent Small Queen, there were enough printings of the 2-cent Large Queen to identify at least seven shades of green: green itself, deep green, light emerald, emerald green, blue green, light blue green, and deep blue green. There are a number of varieties of this stamp, including a major re-entry in "ANADA POS" in position 7 of the sheet and a couple of cracked plate varieties, including a curved line in front of the Queen's nose and one where a line crosses the frame in front of the Queen's nose.

One of the most spectacular pieces of this value is the block of 18 on the "E. & G. Bothwell Clutha Mills" watermarked paper. It has been in the hands of many of the greatest collectors of Canada, and was once offered by the British dealer Frank Godden to King George V for the Royal Collection. The Bothwell paper was made by Sommerville, Whyte & Co., and the watermark is an artificial composite of initials and words relevant to the printing firm. The 'E' is for Edinburgh, and the 'G' is for Glasgow, two cities related to the firm through the word Bothwell. In Edinburgh, Bothwell is a street where the company had a factory, calling it Bothwell Works. The Glasgow relationship comes from the firm's use of the trademark Bothwell Castle, after a castle in Hamilton near Glasgow. Clutha is the Lowland Scots name for the river Clyde. This unique block (positions 81-89 and 91-99 of the sheet of 100 stamps), showing the full Bothwell watermark, is the most important mint multiple in Canadian philately. The rarest Canadian stamp is the 2-cent on horizontally laid paper. Only two copies exist (Canada Scott #32).

There are three or four known promissory notes bearing a Large Queen used as a revenue. A tax on promissory notes, drafts, and bills of exchange came into effect on August 1, 1864, and special Bill stamps were issued for this purpose. When Bill stamps were not readily at hand, ordinary postage stamps were used. One of these usages is unique since it bears the only known use of a Bothwell watermarked stamp as a revenue.

The main uses for the 2-cent were to pay the domestic 2-cent registration fee in effect until May 8, 1889, the 2-cent double printed matter and double circular rates to North America, the 2-cent per ounce circular rate to the United Kingdom, the 2-cent transient newspaper rate, and as a make-up with the 1-cent to pay the 3-cent domestic letter rate.

In addition to these uses, there are some unique rates for this stamp. A 2-cent diagonal bisect was used to pay the 1-cent drop letter rate. The use of bisects was not legal in Canada, although accepted prior to Confederation in New Brunswick and Nova Scotia. Postmasters from those two provinces accepted this usage for several years after Confederation. The 2-cent adjoining town rate was an unusual rate since it was not codified in the regulations but common practice in Canada. The first published authorization for the 2-cent adjoining town rate was not circulated until 1889. It allowed a letter to be mailed for 2 cents per half ounce versus the regular 3 cents rate when the distance between the two points of mailing was less than twelve miles. In the Maritime provinces prior to Confederation, the 2-cent adjoining town rate had been defined as the County rate. As the name implied, it allowed for a 2-cent rate for any town within a County. It was carried over unofficially after Confederation.

Another unusual 2-cent rate was that which paid for a soldier's letter. Non-commissioned officers, embodied pensioners, seamen, soldiers, and army schoolmasters were allowed to send or receive letters for 2 cents as long as they were properly endorsed and countersigned by their officers and did not exceed a half ounce in weight. A rare usage was that of the 2-cent rate between frontier offices on the New Brunswick-USA border. The New Brunswick towns which probably took advantage of this arrangement (with their Maine adjoining towns in brackets) were St. Andrews (Robbinston), St. Stephan (Calais), and Woodstock (Houlton). The most obscure and one of the rarest usages for the 2-cent was the ferriage rate, in part because it was never authorized by an act of Parliament and never published. It resulted from an 1851 agreement between the Postmasters General of Canada and the USA, and was to provide a uniform rate of 2 cents between border towns mostly separated by a ferry ride. Since the agreement appears to have ended in the very early 1870s, it is not surprising that Large Queen ferriage covers are exceedingly rare.

Hi! Ready for the biggest show yet? The theme for the show is the 2-cent Large Queen on laid paper (Canada #32). This stamp has never been shown in Canada outside an international show. This is the first time this exhibit (one frame) will grace a Court of Honour. We would like to thank Ron Brigham for the privilege of exhibiting his stamp. This is Canada's "lottery stamp". There are only two known but there are more out there. Its value is at least \$1,000,000. Bring your copies from home, or your great-grandparents old letters, and have someone take a look. I will need every member's help in learning everything you can about the stamp so you can answer questions from the public at the show. We will need special volunteers who can man the exhibit for an hour or two and answer questions, look at the stamps people bring, and send them to an expert in the dealer bourse or as designated by the society.

Our new Promotions Facilitator is Ron Robertson; thanks for taking on a huge task! If you can think of any ideas to promote the club (new members, etcetera) or ideas to promote "the stamp", please let him know so he can add it to our list of advertising and promotions. Any ideas, go for it! As a souvenir for the show, a special souvenir sheet is being planned! As always, we need our volunteers. Marg Hunt is our Volunteers Facilitator; please call her if you can help. Even an hour helps.

Facilitators for CALTAPEX 2003 are:

Chair	Jan Brookes	251-1769
Bourse	Dwayne Miner	251-1769 or 251-6475
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Exhibits	Jan Brookes	
Door Prizes and Announcements	Don Wilson	284-4479
Volunteers	Penny Borrowman	686-2662
Auction	Marg Hunt	274-2259
Seminars	Doug Kollar	547-3838
CAPE meeting at show	Donna Trathen	272-0804
Show Programme	Jim Taylor	238-3698
Judges	Dale Speirs	701-0174
	Charles Verge	
	John Powell	
	Don Wilson (apprentice)	

SHOW SCHEDULE FOR CALTAPEX 2003

Thursday

5:30 p.m. Set up for tables and frames. We have to move the stage. Pop and snacks provided.

Friday

9:00 a.m. Dealer set-up
10:00 a.m. Exhibit set-up
1:00 p.m. Show opens
6:00 p.m. Show closes. Note the time change; no evening hours this year.

Saturday

9:00 a.m. Dealer start-up
10:00 a.m. Show opens. Concession will be open all show hours.
11:00 a.m. to noon CAPE and AAPE meeting
11:00 a.m. to noon Talk by John Powell
Noon to 1:00 p.m. Auction set-up. Bring your lots
1:00 p.m. to 3:00 p.m. Silent auction
3:00 p.m. Judges' critique and walkthrough of exhibits
3:30 p.m. Pick up your unsold lots, etcetera
5:00 p.m. Show closes
6:00 p.m. Awards banquet: cocktail hour
7:00 p.m. Awards banquet: dinner
8:15 p.m. Awards banquet: speaker Charles Verge
9:00 p.m. Awards banquet: awards ceremony

Sunday

9:00 a.m. Dealer start-up
10:00 a.m. Show opens. Concession will be open all show hours.
1:00 p.m. Talk by Charles Verge
4:00 p.m. Show closes
4:15 p.m. Teardown of show. Stage has to be put back in place. This is imperative or we will not be able to use Kerby Centre in the future.

RULES FOR CALTAPEX STAMP AUCTION

There will be a silent auction on Saturday, starting at 13h00 and ending at 15h00. Consigners must bring in their lots between noon and 13h00.

CPS members will use their membership number for identifying themselves. All sellers who are not CPS members must obtain a number from Doug Kollar before putting lots on display. Buyers who are not members can use their name or phone number when bidding.

A CPS sale sheet must accompany all lots and must be firmly attached to the lot. A minimum price of \$3 and a reserve bid can accompany any lot. All lots must be described properly with the catalogue and currency used stated. See Doug Kollar for the sheets if required.

Number of lots allowed will start at 20 per person and will only be limited to the amount of table space available. Please bring extra lots as they will be requested if space is available.

A seller's commission of 15% will be taken off the final sale price, with no lot fee charged for unsold lots. Payment to sellers will be made after the sale. Buyers will be informed when to pick up their lots as soon as all the accounting is done after the sale.

If you have any questions, please contact Doug Kollar at (403)547-3838.

AWARDS BANQUET

The CALTAPEX Awards Banquet will be held Saturday night at the Danish Canadian Club, 727 - 11 Avenue SW (four blocks south of the show site, and four blocks east). Reception begins at 6:00 p.m. in the Tivoli Room, dinner at 7:00 p.m., speaker Charles Verge at 8:15 p.m., and awards presentation at 9:00 p.m. Dress is formal or semi-formal.

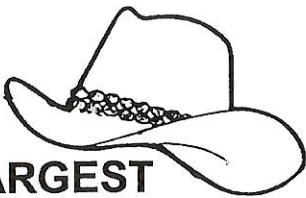
Deadline for tickets is noon October 15 at \$20 per person; no refunds. Phone Jim Taylor at 238-3698. Seating is limited so please buy your tickets as early as possible to avoid disappointment.

EDMONTON STAMP SHOW

The Edmonton Stamp Club will be hosting a Fall Stamp Market on the weekend of October 4 and 5 at the West Edmonton Mall. The bourse goes Saturday 10h00 to 18h00 and Sunday 10h00 to 16h00. Besides the dealers, there will be a junior's room and club circuit books. The location is the Fantasyland Hotel Conference Centre, third floor, Europa Boulevard. Further information can be had from Christopher Miller at (780)436-4172 or e-mail to: no.113@shaw.ca

COMMITTEES

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SMALL ADVERTISEMENTS

These ads are free to paid-up CPS members, and will also appear on the CPS Website at no additional cost. Mail your ads to Dale Speirs, Box 6830, Calgary, Alberta, T2P 2E7, or hand them to me at meetings.

NOTE TO INTERNET VIEWERS: Unless stated otherwise, telephone numbers are area code 403. Alberta is on Mountain Time. Any advertiser can be reached through the CPS e-mail at calphilso@shaw.ca, but please allow time for forwarding to offline members.

FOR SALE: Scott catalogues: 1997 Vol. 3 (D-I) \$4, Vol. 5 (R-Z) \$4, 1999 Vol. 2 (C-F) \$5, 2000 Vol. 1(A-B) \$5, 2001 Vol. 3 (G-I) \$6 or all for \$20. Call Julius at 282-7982.

FREE: 3-ring binders of various sizes. Call Julius at 282-7982.

WANTED: Tanna Tuva, especially covers. I used to have a few and now starting over. Phone Keith at (780)437-1787 (Edmonton)

COLLECT Christmas or owls? I have just completed updated checklists for both topics. Willing to share for just the cost of photocopying and postage. Contact Pat at 238-3435.

FOR SALE OR TRADE: Worldwide stamps, old and new issues, dozens of countries to trade for same, based on Scott catalogues. Call Joe at 288-1267.

WANTED: Owl stamps worldwide. Cash or trade. Call Pat at 238-3435.

WANTED: Advanced collector of World Wildlife Fund (anything with the panda logo) stamps, postally-used covers, FDCs, postcards, maximum cards, even cookie cans. Top dollar paid! Phone Jan at 251-1769.

WANTED: Private collector pays cash for larger stamp collections. Phone Willi at 239-2273.

TRADE: Need automotive work done on your car? Let's trade my labour for your stamps that I need. I am a licenced mechanic with 20+ years experience. Phone Doug Kollar at 547-3838.

FOR SALE: Ukrainian and Russian stamps new and used. Also Ukrainian FDCs and special cancels from 1991 to date. Call Andy at 236-2037.

WANTED: Stamps and covers from China to 1949. Special interest in overprints. Prefer bulk lots. Call Penny at 686-2662.

WANTED: Calgary Stampede philatelic memorabilia. I collect all phases of this fascinating field. You may have just the cover or cancel I need. Cash or generous exchange. Call Ed at 274-0021 or harrise@shaw.ca

FOR SALE: Australian stamps, mostly VF postally used, recent years. Contact Michael Teekens at 286-7927.

MEETINGS AND SPECIAL EVENTS

2003

October	1	General meeting
	5	Sunday bourse
	15	Auction
	17 to 19	CALTAPEX 2003
November	2	Sunday bourse
	5	General meeting
	5	Deadline for December bulletin
	19	Auction
December	3	Christmas social
	7	Sunday bourse

MEETINGS and AUCTIONS are at the Kerby Centre, 2nd floor, 1133 - 7 Avenue SW, at 19h30. Auction lots should be in before 19h30 to allow bidder viewing

CALTAPEX will be held at the Kerby Centre, main floor, 1133 - 7 Avenue SW. Details from Janice Brookes at 251-1769.

SUNDAY BOURSE is at Palliser Community Centre, 2323 Palliser Drive SW, from 10h00 to 16h00. Details and table rentals from Bill Szaroz at 337-3260.

CALGARY REGIONAL GROUP OF BRITISH NORTH AMERICA PHILATELIC SOCIETY meets on the second Wednesday of the month except July and August. For details about meeting places and times, contact Ed Harris at 274-0021.

DUES ARE DUE!

by Isobel Attrell

Dues for the 2003/2004 season are \$15. Please pay at the general meeting or mail to: Memberships, Calgary Philatelic Society, Box 1478, Calgary, T2P 2L6.