

Designs behind Canada's War issue

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In 1939, at the onset of World War II, Canada's Post Office was reticent to issue a new war-related definitive series after four different definitive series had been put on sale in the 1930s. However, by 1942, postal authorities believed that the 1938 series should be replaced by one fea-

turing Canada's contributions to the war effort.

The set (Scott 257, 260-262, C7, CE1 and E10, Figure 1) was issued on Canada Day, July 1, 1942, and was on sale throughout the war. Three other values, resulting from rate changes, were issued April 16, 1943 (Scott 258, C8 and CE2, Figure 2). In addition to honoring democracy on the 10¢ value (Scott 257), the remaining stamps showed Canadian contributions to World War II in support of the Army, the Navy and the Air Force.

The 10¢ (Scott 257) shows the Centre Block of the Canadian Parliament buildings surmounted by the Union Jack gathered at its center with a sprig of maple leaves. This design symbolizes Canada's dedication to democracy and its links to the British Commonwealth of Nations.

The photographer of the Parliament

buildings, William Keating Walker, was a remarkable man. In World War I, he managed to get promoted from private to lieutenant colonel in less than 40 months. The Canadian Postal Archives (CPA) does not have a copy of the Parliament buildings photograph on file, but a cutout of it was used in designer Herman Schwartz's essay (Figure 3). An essay is the artwork of a proposed design for a stamp.

Postmaster General William Mulock (1940-45), the grandson of the legendary Postmaster General Sir William Mulock (1896-1905), approved the design on March 12, 1942, and later, on April 25, he approved the final die proof.

Possibly 10 copies of this stamp imperforate in the right margin may exist. Two of these are likely to be found in a plate block of four from the lower right corner



Figure 1. The original high values and special services War issue stamps.



Figure 2. The 1943 additional values of the War issue.



Figure 3. The accepted design or essay of the 10¢ Parliament Buildings (Scott 257).



Figure 4. The retouched photo of the Ram 2 tank depicted on Scott 258 and 259. Note that the designer did not remove the snow under the tank or the tracks, although no snow is seen in the final design.

of the sheet. Like all the other stamps in this issue, the 10¢ exists fully imperforate. I will clarify this later in this article.

The 10¢ paid the domestic registration fee in effect from 1920 to 1951.

The 13¢ stamp (Scott 258) features a Ram tank as the central design of the stamp. This tank was built by the Montreal Locomotive Works (a.k.a. Canadian Tank Arsenal), a subsidiary of the American Locomotive Company.

The Ram tank prototype was completed in June 1941. General production of the Ram 1 began in November, and by February 1942, the company was producing Ram 2 tanks. Production continued until July 1943 when it was decided to switch to the Sherman tank for all Canadian units. During that time, 1,948 Ram tanks were produced, of which only 50 were Ram 1 tanks.

The stamp shows a Ram 2 tank. The photo used for the design is shown in Figure 4. The name Ram used for this tank was borrowed from the Rocky Mountain ram. The postmaster general approved the photograph model on March 3, 1942, and the final die proof on March 25. There are no known major varieties.

The 13¢ paid the combined domestic letter rate (2¢), the war tax (1¢) and the registration fee (10¢) in effect between 1931 and 1943.

The 20¢ (Scott 260) shows the corvette HMCS *La Malbaie* looking ready to slide down the ways. She was a Flower Class corvette developed by the Royal Navy and the Royal Canadian Navy to protect ship convoys during the second Battle of the Atlantic. HMCS *La Malbaie* is from the revised Flower Class program initiated in mid-1940.

Sixty-four corvettes were produced under this program. Marine Industries Ltd. of Sorel, Quebec, built the ship. Her keel was laid down on March 22, 1941, and she was launched on Octo-

ber 25 of the same year. She was commissioned on April 28, 1942, under pendant K273.

The photograph used for the stamp was taken some time before her official launching (Figure 5). Although the photo is dated February 13, 1942, it must have been taken earlier as Mulock approved the photo model of the stamp on February 12 and the die proof on April 7. Again there are no known major varieties. The 20¢ paid the second level registration fee for an indemnity up to \$50 from 1924 until 1951.

The 50¢ (Scott 261) was issued to honor munitions production and the moving of Canadian factories from peacetime to wartime work.

As far as I can determine, the field gun shown on the stamp is a 25-pound Howitzer Mark II made in Sorel. This was likely at Marine Industries Ltd., which had received a small contract from the British Government prior to the war to produce 100 of these Howitzer field guns. Some Mark IIs were mounted on the Ram 2 tanks shown on the 13¢ and 14¢ stamps.

The postmaster general approved the model on February 12, 1942, and the die proof on April 7. The index card maintained by the Canadian Bank Note Co. is shown in Figure 6. No major varieties are known. The 50¢ was a make-up stamp but also paid the air-mail rate to Guam from 1936 to 1946.



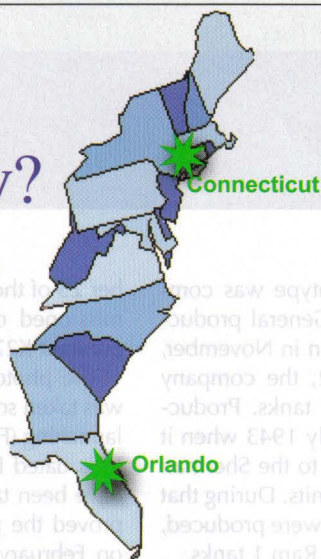
Figure 5. This photograph of the corvette HMCS *La Malbaie* was used for the 20¢ stamp (Scott 260).



Figure 6. This index card was kept by the Canadian Bank Note Co. to register information about Scott 261.

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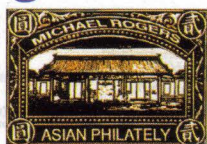
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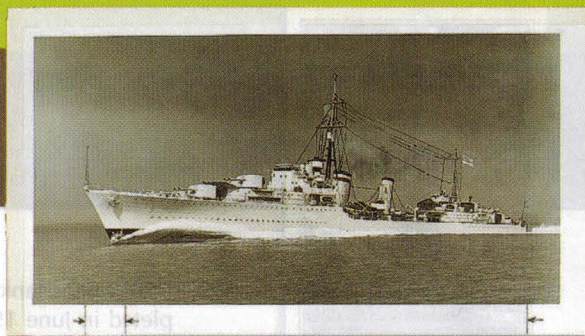


Figure 7. This photograph of the HMCS *Athabaskan* at night was used as a basis of the \$1 Destroyer stamp.

The \$1 (Scott 262) shows the HMCS *Athabaskan*. Under the name HMCS *Iroquois*, she was originally to be the first Canadian destroyer launched, but delays caused her to be second and to switch names with her replacement. She was commissioned on February 3, 1943, and had a very short life plagued by mechanical problems and collisions, causing her to spend much time in repairs.

She was sunk on April 29, 1944, north of the Ile de Bas, Brittany, France. Her captain, John Stubbs, and 128 of his men were lost, with 83 others taken prisoners and 44 rescued by the HMCS *Haida*. The *Haida* is now a national historic site that can be visited at Pier 9 in the harbor at Hamilton, Ontario, or online at www.hmcshaida.ca.

The National Film Board's night photograph of the HMCS *Athabaskan* in the CPA has the pendant number G07 removed as does the design essay (Figure 7).

Mulock approved the essay on February 25, 1942, and the final die proof on April 7. There are no known major varieties for this stamp. The \$1 paid no specific rate but was used for combined rates and parcel post.

The 6¢ airmail stamp (Scott C7) is based on two photographs taken at Uplands Airport in Ottawa, Ontario, a major center for the British Commonwealth Air Training Plan. "The Plan," as it is known, was supported by Great Britain, New Zealand, Australia and the United States (before Pearl Harbor). It trained 131,553 airmen and aircrew; more than half were Canadians.

In addition to the Plan's sponsors, 19 other countries sent students through the program. One photograph was used for the plane and pilot, and the other was cropped to take out and reverse the aeronautical engineers (Figure 8). The latter is inscribed, "This photo should carry credit: Photo — Public Information/Passed by Censor WRF-391/R.C.A.F. — Uplands."

The postmaster general approved the model on February 12, 1942, and the die proof in color of issue on March 25. Five copies of this stamp are imperforate in the top margin with two of these being found in a unique plate block of four from the upper right corner of the sheet. The 6¢ airmail rate was in effect domestically from 1931 to 1943. It included a 1¢ war tax.

The 16¢ airmail special delivery stamp (Scott CE1) was the first of its kind to be issued in Canada. It combined the airmail postage of 5¢ and the 1¢ war tax with the 10¢ special delivery fee.

The stamp shows Canadian Airways/Trans-Canada Airlines (TCA) Lockheed 10A Electra (call letters CF-BAF) flying over Drummondville, Quebec. Although it has a civilian-look design, the stamp emphasizes the time saved for the war effort by transporting staff and materials by air.

In 1939, CF-BAF went into service with the RCAF under

April 2007



Figure 8. The two photographs on which Scott C7 is based.

number RCAF 1528 and was used at the Flying Instructors' School, RCAF Station Trenton, Ontario. In 1946 it was sold and given the new call letters CF-HED. The original design for the Lockheed plane came from part of a page from an unknown magazine.

The CF-BAF call letters were taken from a photo of the plane on the ground when owned either by Canadian Airways or by TCA (now known as Air Canada). TCA bought the plane when it won the government airmail contract away from Canadian Airways in 1937.

An aerial photograph of Drummondville was also used to complete the design (Figure 9) that was approved by Mulock on February 16, 1942. The CPA does not own a final die proof approved by Mulock nor does it own the index card for this stamp that might give that information. There are no known major varieties of this stamp.

The last stamp in the War issue was a 10¢ special delivery stamp (Scott E10) showing the Canadian coat of arms flanked by two Union Jacks and the flags of the Royal Canadian Navy on the left and the Royal Canadian Air Force on the right. The essay is shown in Figure 10.

The postmaster general approved the design on February 12, 1942, and the final die proof on March 25. As with many other stamps in this series, there are no known major varieties. The special delivery fee of 10¢ was in effect from 1939 until 1963.

New domestic and airmail rates came into effect on April 1, 1943, and new stamps to meet these rates were issued April 16. The rates went up by 1¢. This resulted in three stamps in the series being redesigned to accommodate the new values. The Ram 2 Tank design (Scott 259) was increased to 14¢ from 13¢ with the progressive die proof being approved by Mulock on March 9, 1943 (Figure 11), and the final die proof on March 17.

The airmail (Scott C8) and airmail special delivery stamps (Scott CE2) were also redesigned to bring them up to 7¢ and April 2007

SPRING SALE PART 1 - FRANCE & PORTUGAL

FR SYRIA		PORTUGAL		MACAO	
RA9	16.80	605-14	20.30	130	14.70
TAHITI		653-57	27.30	181	18.20
9	18.20	682	17.50	198	350.00
22	16.80	701	24.50	207	16.80
TOGO		717-20	44.80	227	14.00
176-92	23.10	717-20	17.50	230	28.00
186-92	14.70	827	25.20	232	36.40
216-52	18.20	C10	42.00	233	28.00
TUNISIA		ANGOLA		234	36.40
4	18.20	16-21	15.40	236	112.00
5	19.60	116	39.20	238	196.00
6	18.20	158	17.50	305	21.00
7	19.60	AZORES		309	28.00
22	56.00	4	140.00	337	22.40
22 NG	35.00	6	112.00	337	19.60
25	50.40	7	36.40	370	22.40
25	21.00	7	14.00	372-81	27.30
26	70.00	11	49.00	411	22.40
142	16.80	12	78.40	670a	18.20
338-363b	25.20	24	14.00	C1-6	28.00
B10	32.20	26	19.60	C13-15	15.40
UBANGI-CHARI		27	14.00	MADEIRA	
18-22	31.50	27	28.00	6	30.80
77-81	19.60	28	22.40	14	28.00
80-81	16.80	29	35.00	15	224.00
UPPER SENEGAL & NIGER		32	56.00	18	16.80
7-16	63.00	38	16.80	24	35.00
WALLIS & FUTUNA		39a	26.60	24	16.80
42	16.80	42	16.80	25	30.80
96	30.80	45	42.00	30	98.70
107	36.40	45 1/2 NG	26.60	31	49.00
122	56.00	46	14.00	45-65	14.00
125	22.40	47	33.60	MOZAMBIQUE	
126	33.60	47 NG	21.00	10	14.00
207-9	21.00	47	19.60	364-83	15.40
C78-79	16.10	48	50.40	B1-18	42.00
PORTUGAL		48 NG	31.50	B1-4, B6-18	33.60
6a	16.80	49	19.60	B2-12	21.70
8	378.00	53	21.00	NYASSA	
10a	22.40	53a	37.80	91	14.00
17	61.60	53a	23.80	94-105	14.70
17	14.00	54	35.00	PONTA DELGADA	
18	36.40	54	56.00	29-33	15.40
24	28.00	56b	21.00	PORT GUINEA	
26	17.50	64	42.00	3 NG	437.50
26	14.00	74-77	130.20	8-14, 18-21	77.00
29	47.60	76	33.60	9	42.00
30	42.00	153-54	14.00	31	25.20
32 m	168.00	155-88	21.70	42-43	21.00
33	92.40	196	16.80	232	30.80
35	15.40	236	22.40	PORT INDIA	
40	16.80	237	45.50	56-60	17.50
40	154.00	56b	21.00	56, 58, 69	14.70
46	15.40	P1-5	16.10	60a	67.20
46	15.40	CAPE VERDE		64	14.00
46	154.00	1-4, 6-9	63.00	64	18.20
47	28.00	2	12.60	65-66	23.80
51	28.00	5	15.40	67	16.80
51	16.80	6	14.00	69	19.60
61	16.10	6	37.80	285a	280.00
63	19.60	15-23	17.50	304	14.00
74	19.60	144 Broken 1/4	14.00	436	15.40
91	26.60	144-83	120.40	481-88	14.70
96	56.00	277-86	20.30	QUEILIMANE	
110-31	23.10	INHAMBANE		25-39	22.40
127	21.00	64-71	19.60	ST. THOMAS & PRINCE	
152	19.60	LOURENCO MARQUES		163	224.00
198	26.60	129-31	15.40	323-40	16.10
290	28.00	MACAO		C1	16.80
297	61.60	10 NG	87.50	C1	16.80
315-45	16.80	15	14.00	C1-2	25.20
316-45	31.50	36	14.70	C1-6	32.90
374-75	14.00	39	19.60	TETE	
422-36	21.00	45 NG	21.00	25-40	27.30
487	15.40	99	15.40	TIMOR	
		100	18.20	42	14.00
		101	28.00	90	42.00
		103	42.00	181	19.60
		120	14.70	212-18	18.90
		127	14.70	242-45	15.40

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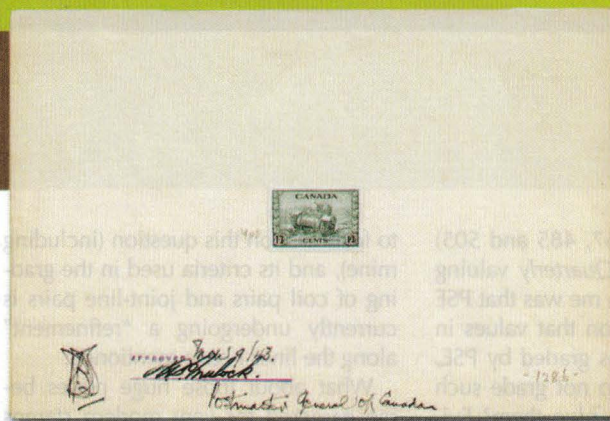


Figure 11. This is the approved progressive die proof for Scott 259.

Recording in pairs is the way the *Unitrade Specialized Catalogue of Canadian Stamps* lists the imperforates. However, blocks, plate blocks, gutter pairs and cross-gutter blocks are known, reducing the number of pairs available to the collector.

All values were also issued as Official stamps bearing the perfin letters O H/M S on two lines. From 1912 to 1939, the OHMS perfin had five holes in the vertical bars of the "H" (large OHMS). In 1935, a four-hole vertical bar of the "H" was introduced (small OHMS).

Some issues of the late 1930s can be found with both large and small OHMS perfins. However, the 1942 War issue and its uprated stamps are only found with small OHMS perfins.

Two types of small OHMS perfins exist. The 1935-1946 type has a nar-

row "O" and an extended 7th pin from the top of the "S" (10 dies are known). The 1942-1949 type has a wide "O," and the 7th pin from the top of the "S" is not extended on seven of the 10 dies.

All stamps of the War issue are known perforated with both types, except for the 13¢ Ram Tank (Scott 258) and the 16¢ airmail special delivery showing the Lockheed aircraft, which are only recorded with the 1935-1946 type.

Commercial first-day covers are known for the entire original set of stamps (Figure 14). The uprated stamps had no official first day in Ottawa. They were first available in the Main Post Office in Edmonton, Alberta, where they were issued at 8 a.m. on April 16, 1943.

The designers of this series used a

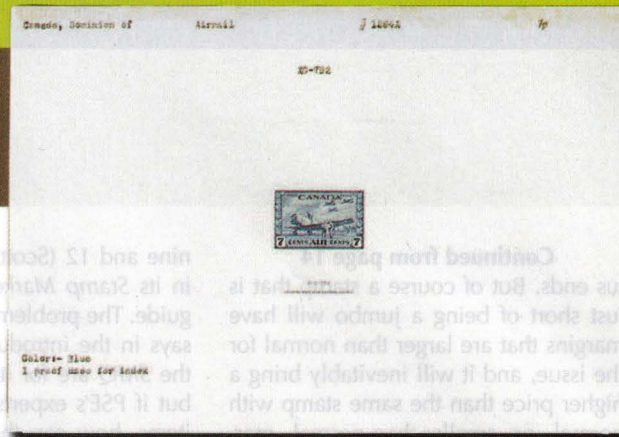


Figure 12. This index card was used to register information on Scott C8.

number of photographs that showed people. They made very little attempts at disguising the looks or the setting of the individuals or the settings they were in when they transferred them to the stamps from the photographs.

If one could identify these individuals — the man on the prow of the destroyer, the men in the munitions factory, and the airman and aeronautics engineers — they could be considered as the first living people on Canadian stamps outside of members of the royal family. They would precede the living model of a nurse used in 1958 on Scott 380, the 5¢ Health stamp (Figure 15).

ACKNOWLEDGMENTS

All illustrations in this article, except for Figures 1, 2 and 15, are courtesy of the Canadian Postal Archives. ■

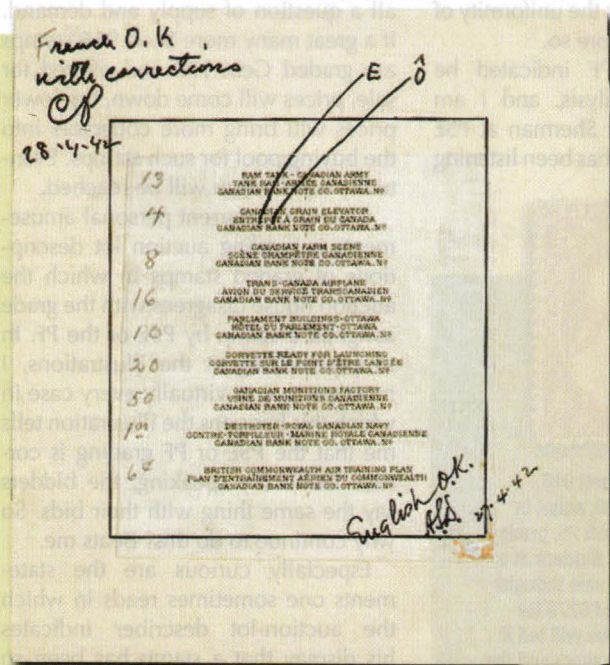


Figure 13. Final changes to the marginal inscriptions die proof showing in blue crayon the values to which each inscription belongs. April 2007



Figure 14. A commercial first-day cover for the War issue.



Figure 15. The 1958 Health stamp is claimed to be the first Canadian stamp to show a live person who is not a member of the royal family.