

# Kingston Stamp Club Chapter 49 of the Royal Philatelic Society of Canada

Volume #3, Issue #1 Whole Number 9  
Fall 2008 Issue



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## Upcoming Schedule of Club Dates & Activities

Sept 8	Regular Meeting
Sept 22	Regular Meeting
Oct 6	Regular Meeting
Oct 18	Stamp Festival
Oct 27	Auction Night
Nov 10	Regular Meeting
Nov 24	Auction Night
Dec 8	Christmas Party & Regular Meeting

### 1) President's Message

I hope everyone had a good summer and enjoyed time with family and friends. The weather cooperated at times and we had a hot summer (for those who like this type of weather.)

Executive Meeting – July 16<sup>th</sup>. Your Executive met at Mel Campbell's home and discussed the upcoming Kingston Stamp Festival 2008, and other business activities of our club. The Festival is in good shape again this year with support of our members, dealers, Canada Post and the advertisers in our brochure. We hope for another great show.

If you have items to sell, this is another great opportunity to move those items at our Festival Consignment Table. Last year this table was quite busy and sold out most items. We look forward to seeing you at the Festival on October 18<sup>th</sup> at Edith Rankin Church; follow the signs to a great stamp event!

*Richard Weigand*

Richard Weigand, President  
218 Richmond Street, R R # 1 Bath, ON K0H 1G0  
Tel 613-352-8775 \email:rweigand@kos.net



### 2) Editor's Comments

Over the summer my reading ran across the word "amateur", which has a Latin root "amour", which in English is translated "to love". We can all be called "amateurs" as we enjoy our philatelic pursuits!

I want to thank all of you who provided great suggestions and comments about the four issues last year. This issue contains two articles written by member, and there is one more already planned for the next issue. I continue to look forward to your ideas, articles and comments this year.

Enclosed is a sneak preview of the 2009 Stamp Program from Canada Post.

Editor – Richard Weigand



### 3) ORAPEX 2008 Club Exhibitor

We are pleased to have supported Ron Barrett's two exhibits at ORAPEX 2008: a) Railway Post Cancels and, b) Closed Post Offices of Lennox and Addington. This show was a national level show and the exhibits were impressive as much work was done by all exhibitors.

Awards won by Ron:

Bronze – for the Closed Post Offices  
Certificate of Merit – Railway Post Offices



Congratulations Ron from all of the members of your club!



#### 4) Preservation and Care of Philatelic Material – Chemically Altered Stamps

A great deal of hesitation occurred when writing this section, but today so many stamps that have been chemically altered are being offered as genuine that the author decided to go into the subject briefly. The experts are not fooled by these fakes. The philatelist should not be fooled either. Do not be deceived by "rare" shades, missing colors, and the like, that do not have an expertizing certificate.

Dozens of chemicals are available that will remove one colour element and leave the other colours almost intact. In cases where the chemical might remove two colours, the fakers will mask the one colour or area with paraffin wax. After "doctoring" the stamp chemically, they remove the wax with a hot iron and blotting paper. Many chemicals that remove color do not disturb the gum. This fact makes the fake more believable to many would-be purchasers.

To show how easy it is to alter a stamp chemically, we will give you two simple examples. Purists will argue that we should not mention these. On the other hand, a knowledgeable philatelist cannot easily be deceived. Immersion in acetone or contact with acetone fumes will change a green stamp to blue, an orange stamp to yellow and, in many cases, brown will change to black. Thirty seconds in boiling alcohol will remove the red colouring

from some stamps. If, for whatever reason, boiling alcohol is required, the alcohol should be heated with an electrical heat source, never a flame.

These are just two examples of the dozens of ways that stamps can be altered. Chemicals, even water, will change a stamp. The stamp will lose its brightness, and other colours will change shades to a greater or lesser degree. Even the paper, when viewed under a microscope, will look different.

Have you ever been offered a stamp that is narrower or shorter than it is normally? A sodium hydroxide solution will shrink the paper fibers. Sodium hydroxide will usually not affect the ink colour to any noticeable degree. Again, it is best that the stamp variety offered come with a certificate of authenticity. If you must experiment with the effect that sodium hydroxide can have on stamps, use an inexpensive stamp and exercise intense caution with sodium hydroxide as it is a very caustic solution which can cause blindness if splashed into the eye.



#### 5) Canada Tagged Issues

By Lorne Fisher (Member of Kingston Stamp Club)

In the early 1960's a new post office was built in Winnipeg, Manitoba. With this new post office came a new machine "Segregator, Facer and Cancellor" or SEFCAN for short! A vertical phosphor bar over print, called "tagging", was placed on the 1c, 2c, 3c, 4c and 5c stamps in use at that time in Winnipeg and area. This phosphor bar activated SEFCAN sorting into three classifications: a) local, b) out of town and c) culls (to be handled manually). It should be remembered that in the good old days of the early 1960's only a four cent stamp was required to mail a letter within the city limits, and a five cent stamp for out of town deliveries.

SEFCAN operations became more sophisticated as the sorting took into consideration other rates; commemorative and Christmas stamps were also tagged to help in this sorting.

SEFCAN tagging operation proved to be incompatible with Ottawa tagging and was discontinued in 1972. Ottawa or General Tagging became the sole sorting criteria for Canada.

Today, many of the Winnipeg tagged stamps are hard to find. They were distributed in Winnipeg and Manitoba post offices only, and are mostly found used. A total of seventy three issues, six miniature planes and two booklets were Winnipeg tagged. For those who remain curious about these issues, check out your Scott or Unitrade catalogues.



#### 6) Shag Harbour UFO Landing 1967

By Hardie Dove (Member of Kingston Stamp Club)

Shag Harbour is a small fishing village found along the South Shore of Nova Scotia. It is one of several small villages found in the Municipality of Barrington, Shelburne County. It has a population of roughly 400-450 people. The main occupation centres on lobster fishing, which takes place from November to May annually.

Shag Harbour contains a general store, a bed and breakfast, a post office, two wharves, two Baptist churches, and Chapel Hill Museum.

Evelyn Richardson Memorial Elementary School nuzzles the border between Shag Harbour and neighbouring Woods Harbour, Nova Scotia. Its name honours local author Evelyn Richardson, who lived on a small island adjacent to Shag Harbour. Bon Portage Island, or Outer Island as it is known to locals, was the setting for Richardson's award-winning non-fiction.

#### The story goes like this:

On the night of October 4, 1967, shortly after 11:00 PM, a UFO some 60 feet in diameter was seen to hover over the water near the tiny fishing village of Shag Harbour, Nova Scotia. The UFO, which displayed four bright lights that flashed in sequence, tilted to a 45-degree angle and descended rapidly towards the water's surface. Upon impact, there was a bright flash and an explosive roar. Concerned witnesses began calling the nearby Barrington Passage RCMP detachment. None of those witnesses mentioned anything about a UFO. Most believed that a large aircraft had ditched into the harbour and that there might be survivors.

Eventually, three RCMP officers arrived at the shore near the impact site. Corporal V. Werbicki and Constable Ron O'Brien, dispatched from the Barrington Passage Detachment, were approaching from east of the site. Constable Ron Pond, who was on highway patrol on Highway #3, was heading towards Shag Harbour from a position west of the impact site, and his position allowed him to view the UFO while it was still in flight. The unusual lighting configuration and flight characteristics tipped off Constable Pond to the unusual nature of the object long before he heard from Cpl. Werbicki, who received his information through the initial complaints to the detachment.

When all three officers met at the impact site they found that the UFO was still floating on the water about a half-mile from shore. It was glowing a pale yellow and was leaving a trail of dense yellow foam as it drifted in the ebb tide. Neither the Rescue Co-ordination Centre in Halifax nor the nearby NORAD radar facility at Baccaro, Nova Scotia, had any knowledge of missing aircraft, either civilian or military. Constable Pond reported that the object had "changed" during its descent to the water's surface, i.e., it changed shape, and that it appeared to be "no known object." Later, other local witnesses described much the same details as those of Constable Pond. Also, a coast guard lifeboat from nearby Clark's Harbour and several local fishing boats were summoned to investigate, but the UFO had submerged before they reached the site. The sulphurous-smelling yellow foam continued to well to the surface from the point where the UFO went down, and a 120 by 300 foot slick developed. Search efforts continued until 3:00 AM and then resumed at first light the next day. Everybody involved was convinced that "something" -- that is, something real and unidentified, -- had gone into the water.

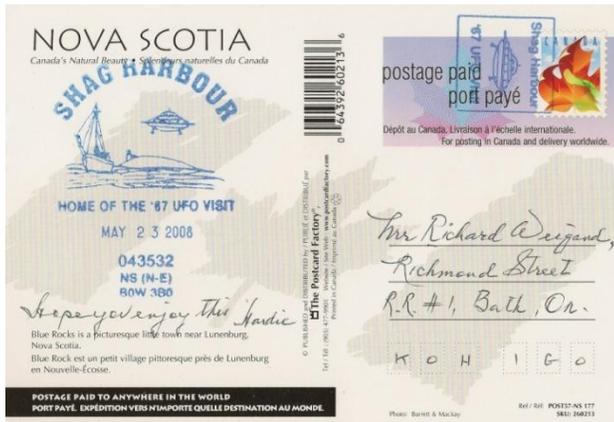
The next morning a preliminary report was sent to Canadian Forces Headquarters in Ottawa. After communicating with NORAD, Maritime Command was asked to conduct an

underwater search ASAP for the object responsible for the concern in Shag Harbour. Seven navy divers from the HMCS Granby searched throughout the daylight hours until sundown of 08 October 1967. On Monday, 09 October 1967, Maritime Command cancelled the search effort claiming "nil results." Outside of the local area, media attention quickly faded. The Shag Harbour crash/retrieval became Case #34 in the infamous Condon Committee Report which would serve as Project Blue Book's swan song. The case was brought to Dr. Condon's limited attention by the late Jim Lorenzen of the Aerial Phenomena Research Organization (APRO). Dr. Levine, the investigator assigned to the case, allocated the grand total of two long distance phone calls to this investigation. One call was to the Watch Officer at Maritime Command and the other was to an RCMP spokesperson. Dr. Levine was assured that there was nothing to the case and that further investigation was futile. Thus, interest in the Shag Harbour case withered away... until 1993.

Decades later, de-classified government documents, backed up by credible eyewitness accounts, tell a chilling story of otherworldly objects, cold war politics, and bureaucratic bungling. As the story faded away from newscasts, and from newspapers, several theories were put forward. One explanation that spread around was that the craft was in fact a Russian Spacecraft which would explain the presence of a Russian Submarine in the area at the time.

The incident was then investigated and brought back to life by the efforts of UFO Investigator Chris Styles. The case interested him so much that he decided to search for some more details. Styles found out the names of many of the original witnesses by searching through newspaper reports. Styles were then able to interview many of them he was assisted by UFO Investigator Doug Ledger. The two men would uncover some compelling evidence, through their interviews they discovered that when the divers of the Granby finished their work, the case was not over, after all the divers along with other witnesses related to the Shag Harbour events. It is said that the object that crashed into Shag Harbour left that area as soon as it got there, travelling 25 miles to a place called "Government Point", which was near a submarine detection base. The object was spotted on sonar there, the naval vessels were positioned over it and after a couple of days, and the military was planning a salvage operation when the second UFO of the incident joined with the first. A belief at the time and still held is that the other UFO had come to help his fallen team mate. When this occurred the Navy made the decision to wait and watch and after around one week of watching the two UFO's some of the vessels were called to investigate a Russian submarine which had entered Canadian waters. At this point the two underwater objects made their move. They made their way to the Gulf of Maine, and putting distance between themselves and the chasing Navy boats, they broke out of the water's surface and shot off into the sky. These amazing events were corroborated by many witnesses both civilian and military. These reports were given off-record, Ex-Military personnel feared the loss of their pensions and civilians feared ridicule and also, their privacy being invaded.

There is no doubt something fell into the harbour. Was it some sort of Military test or was it something Non-Terrestrial?



Postage due stamps (or "labels", to clarify that they have no value of their own) are not always affixed to individual letters; in the case of business mail, the total due might be summed, and the appropriate stamps added to the top letter in a bundle, or to a bundle's wrapper. The labels have also been used to collect money for other purposes, such as magazine subscriptions.

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**7) Canada Postage Due Stamps  
By Richard Weigand**

**Introduction**

"Postage Due" is the term used for mail sent with insufficient postage. While the problem of what to do about letters not paying the full correct fee had existed since the creation of regular postal systems, it was greatly heightened by the advent of postage stamps, since customers were now making their own decisions about the right amount to pay, without the assistance of a presumably-knowledgeable postal clerk.

While at various times some countries have simply adopted the expedient of returning the letter to the sender, many others have taken the approach of delivering the letter and collecting the fee from the recipient. Initially, the process was handled by a clerk writing something like "Due 3 cents" on the cover, but this was subject to abuse by mail carriers, who might write it on themselves and pocket the difference.

The problem was solved by France in 1859, with the issuance of official Postage Due stamps, affixed at the delivery office before being taken out to the recipients. Many other countries followed suit.

Since postage due stamps are almost always used only within a single country, they are usually quite simple in design, mostly consisting of a large numeral, and an inscription saying "postage due", "porto", etc; often there is no country name. As with definitive stamps, a variety of values are needed to make up specific amounts.

While technically there is no reason for postage dues to reach private hands unused, postal administrations have always been willing to sell them to collectors, and the postage dues of many countries exist in vast numbers, almost all unused, and of negligible value. Valid usages on cover are much less common.



**Postmaster General's Report of 1906**

As regards unpaid postage, a system of accounting for this mail and the funds collection is to be made by means of a special stamp known as "Postage Due", and has been adopted by the Department. These stamps are to be affixed to short paid mail matter and cancelled by the Postmasters when such matter is delivered to addressee, and are not to be used for any other purpose. They cannot be used for payment of ordinary postage, nor are they to be sold to the public.

This is the first Postage Due Stamp Issue of Canada and covered the years 1906 to 1928. These violet coloured engraved stamps were printed by the American Bank Note Company and 18.9 million were printed over the life of this issue. These stamps

were issued in 1c, 2c, 4c, 5c and 10c denominations with Perf 12. These stamps are listed in Scott's as J1 to J5 respectively.

In Canada, postage due stamps were first issued to postmasters on 1st June, 1906, but the new system of collecting the postage-due money did not begin until a month later on 1st July, 1906. The design is from a drawing with scroll work turned out at the top, and in at the bottom. Across the top of the stamp immediately above the numeral value is the name "Canada." At the bottom are the words "Postage Due." In the centre of the stamp, enclosed in a framework, is the numeral value, while the letter value appears below.

The single usage for this Postage Due stamp is as follows:  
1c – redirection of local first class letter to a non local address, or undelivered third class printed matter returned to sender.  
2c – short paid for first class or postcards, both local and forwarded mail.  
4c- unpaid local or forward first class letters or postcards.

Canada Post issued five series of Postage Dues over the period 1906-1974. These stamps were discontinued as of January 1, 1982.

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The Postage Stamps and Postal History of Canada by Winthrop Boggs – Page 486

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8) Deutschefeier – Kolonialforscher (German Celebrations – for German Explorers) Four stamps issued 30 June 1934 Scotts No 432 to 435 Perf 13 x 13.5 , 3 pfg, 6 pfg, 12 pfg and 25 pfg denominations Typography on coated paper with vertical ribbed gum. These stamps were issued for the commemoration of the lost German Colonies.

3 pfg - Franz Adolf Eduard Lüderitz  
(Founder of German South West Africa)



Franz Adolf Eduard Lüderitz was born on the 16th July, 1834 in Bremen. His father owned a very successful tobacco business in Bremen. Franz finished his education and spent many years travelling and took control of his father's business in 1878.

Adolf Lüderitz soon turned his attention to overseas enterprises and in 1881 an overseas trading station in Lagos, in British West Africa was established.

Lüderitz sent in the early 1883 Heinrich Vogelsang to South-West Africa to acquire vast lands after he learned the German government would protect his acquisitions.

Adolf Lüderitz visited his purchases in 1883/84 and named them Lüderitzland. In 1885 he sold his estates in South-West Africa to a syndicate which was transferred later to the German colonial society for South-West Africa. Adolf Lüderitz drowned at the end of October 1886 in the mouth of the Oranjefflusses in South Africa.

6 pfg Dr Gustav Nachtigal  
(Explorer of Central and West Africa)



Gustav Nachtigal was born on the 13th February, 1834 in Eichstadt near Stendal (old Mark). He was first a medical officer and in 1863 due to a lung problem he moved to Algeria and later to Tunis.

In 1868 he agreed to work with Rohlfs to take over the delivery of the presents of the king from Prussia to the sultan in Bornu. He started in January, 1869 at Tripoli, reached Murzuk in March and from there a difficult and dangerous journey to Tibesti which was the first city visited by a European. After a long captivity he escaped by flight from Bardai and returned after Murzuk. Only in April, 1870 could he reach the Sudan. He reached Bornu in July and remained there up to the end of the year. Then he toured from Kuka the wild area to the east of the Chad Sea to Borku (March, 1871 to Jan. 1872) and Bagirmi (1872). In March, 1873 he finally left Kuka, then went to Wadai which he could investigate as the first European and leave alive!

In January 1874 he continued his journey by Fur and Kordofan and reached, finally, after 6-year-old absence in inner African Egypt area.

Nachtigal has the record of this journey which belongs to the best achievements of African research work in his splendid book: "Sahara and Sudan laid down ", Leipzig in 1889. From the German colonial possession the Chad Sea area falls in Nachtigal's research field. Nachtigal was appointed in 1882 the Consul General in Tunis.

In 1884 he was captured by the gunboat *S.M.S. Gull*, during the seizure of Togo. He worked hard to defend Cameroon and German South-West Africa from occupation, but ultimately failed. He died on the 20th April, 1885 aboard of *S.M.S. Gull*. *In memory of his devotion there is a monument called Nachtigaldenkmal in Duala (Cameroon) where he was buried.*



Karl Peters was born on the 27. September, 1856 in a new house on the Elbe (Grand Duchy Mecklenburg Schwerin)

In 1883 Dr Karl Peters returned to Berlin and began to work exclusively to create a practical colonial policy for the German Government. He created in 1884 the "German East Africa Alcoves Society for German Colonization" which allowed him to acquire the East African coast. He succeeded here by buying several contracts in the Usagara, Nguru, Useguha and Ukami for the colonization society. (27. Feb. 1885). Dr. Karl Peter is to be considered therefore as the founder of German East Africa through the German East Africa Alcoves Society.



Flag of the German East Africa Alcoves Society

During the years 1885 to 1888 he moved to the top of the " German-East Africa Alcoves Society". During a stay in Zanzibar (1887) he acquired by (treaty ratified in 1888) contract of the Sultan of Zanzibar against a compensation price for the East African coast.

In 1891 Dr. Peters was sent to to the area as a Provisional Imperial Commissioner to German East Africa Company. He created here a station in Kilimanjaro and in 1893 established the border between Kilimanjaro and the coast.

12 pfg Dr Karl Peters  
(Founder of German East Africa)

In 1894 Dr. Peters was appointed by Royal Patent to the Imperial Commissioner Post and as head of the government in Tanganyika, which he rejected. Soon afterwards Peter's was subject of violent attacks in the Reichstag because of his behavior against the natives in Kilimanjaro.

In 1897 he was condemned because of his cruelty against native and received official dismissal. He moved to England. From the year 1898 to 1911 Peters did several research projects travelling in South Africa, particularly in the area between the Zambezi and Sabi, and set up the theory that here was the gold country of the antiquity (Ophir).

In 1914 it was granted by Royal Decree that Dr. Peters receive a pension for this work to set up German East Africa.

Dr. Peters died on 10 September 1918 in Bad Herzberg (province of Hannover).



Herman Wissmann was born in Frankfurt on 04 September 1853. Hermann Wissmann was a Prussian officer and an Africa researcher. He got his education and upbringing in the Prussian cadet's corps and became in 1874 a lieutenant in the infantry regiment in Rostock (Grand Duchy Mecklenburg Schwerin).

From 1881 to 1882 he travelled at first with Pogge through South Africa of Luanda (Angola) up to east coast. By order of the Belgian king he investigated in 1883 to 1885 central Africa and crossed in 1886-87 the Congo up to Zambezi to its source in South Africa

From the August, 1888 to the February, 1891 Wissmann was the Imperial Commissioner in German East Africa. Wissmann was also commander of his native troops. On the 15th February, 1889 Wissmann proceeds to Egypt to recruitment 650 Sudanese to strengthen his force of 350 men from Mozambique. Soon after he battled and won the "Arab's revolt". A German Royal Decree ennobled him for his efforts and he was also promoted to rank of major. In 1893 he took over the difficult transportation service of the steamboat "Hermann von Wissmann" to the Njassasee.

From the 26.04.1895 to the 03.12.1896 he was active and a very successful governor of German East Africa. Health reasons forced him to the return to Europe where he spends his final years at his countryseat in Styria. He died in February, 1905 in Weissenbach with Liezen (Styria).

25 pfg Major Herman Wissmann  
(Imperial Governor to German East Africa)



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Dr. Karl Peters

Major Herman Wissmann

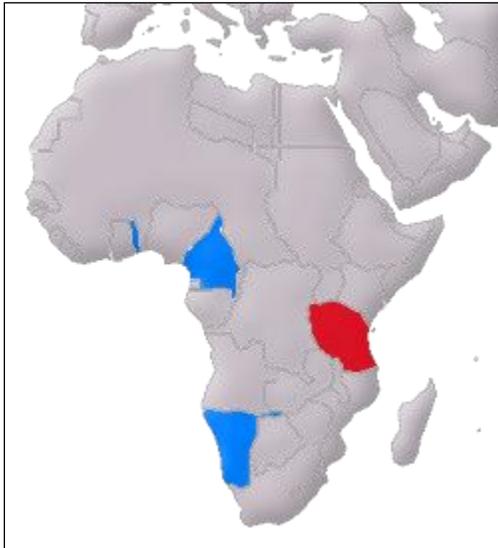
Information came from German Colonies Website.

Map from [www.answers.com](http://www.answers.com)

Stamp Details from Scott Catalogue and the Will Payne English Companion to the Michel Deutschland Spezial Katalog the Third Reich Period Page7



German African Colonies



German East Africa in Red, German South West Africa in Blue (lower area) and Kamerun is upper blue area with top blue area Togo.