

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

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## Upcoming Meeting Listing

January 9	Meeting Night
January 23	Auction Night
Feb 13	Meeting Night
Feb 27	Auction Night
March 12	Meeting Night
March 26	Auction Night
April 9	Meeting Night
April 23	Auction Night

### 1) President's Message

Here we go again, the start of a new year 2012; I hope you find it an enjoyable year for you and your family. Let this be the year for you to grow your collection!

*Richard Weigand*

Richard Weigand, President  
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### 2) Editor's Comments

We are pleased to present a four part series on a) Canadian Inland Ships and b) German Colonies.

If you have any suggestions for articles, please let me know.

Editor – *Richard Weigand*



### 3) Inland Waterways Issue – Northcote

Title: Northcote

Denomination: 10¢

Date of Issue: 19 November 1976

Series: Ships of Canada, Inland Vessels

Series Year (inclusive dates): 1975-1978

Printer/Quantity: Canadian Bank Note Company, Limited, 6, 578, 000

Perforation: 12 x 12.5

Creator(s): Designed by Tom Bjarnason and Engraved by Yves Baril

Northcote acted as a Canadian gunboat and hospital ship during the Saskatchewan rebellion. She lost her smokestacks in combat at the Battle of Batoche. Tom Bjarnason's designs for this stamp have captured the elegance and gracefulness of these 19th century passenger vessels. They have a sense of aliveness and presence while preserving a visual continuity with the 1975 set of Coastal Ships stamps. The stamps were printed by a combination of one-colour steel engraving and nine-colour lithography, a method which renders faithfully the delicate line work and bright colour characteristics of Mr. Bjarnason's drawings, as well as showing the interesting detail of the ships' hulls and rigging.

#### Historical Notice:

The Inland Vessels stamps feature Canadian passenger steamers and a riverboat. In 1874, above Grand Rapids on the Saskatchewan River, the Hudson's Bay Company launched the Northcote, a Mississippi-style riverboat. River navigation was tricky because of the "rapids, sand bars, shallow channels, and irregular flow..." One steamer, for example, "went to the bottom with all hands aboard - in three feet of water." Shallows sometimes halted the Northcote halfway through a voyage, forcing her to dump cargo on shore. Despite this, and a mutiny, the ship succeeded because her costs were "no more than a fleabite" compared to cart transportation.

The Northcote was a steamboat named after Sir Stafford Henry Northcote, the Governor of the Hudson's Bay Company (HBC) from 1869 to 1874.



It was built above Grand Rapids, in what is now central Manitoba on the Northwestern shore of Lake Winnipeg, and was first launched on August 1, 1874.

The Northcote was approximately 46 meters in length and had two tall smoke stacks with a pilothouse located on its hurricane deck. It was the first steamboat to travel from Grand Rapids to Edmonton, a distance of 1,513 kilometers. It took 181 days to make the trip, carrying 150 tons of freight.

#### The 1885 Rebellion – Battle of Batoche

The Northcote was used as a troop and munitions transport during the 1885 Resistance. It left Qu'Appelle (in present-day southern Saskatchewan)

on April 23, 1885 to bring General Middleton reinforcements. On the steamer was Lieutenant-Colonel van Straubenzie, Captain A.L. Howard (with

a Gatling gun), and approximately 80 men from the Midland Battalion. Once the Northcote met up with General Middleton at Fish Creek, the General

decided to combine his water and land-based military operations by placing thirty soldiers and two officers on board the Northcote. He wanted to create a diversion on the west side of Batoche, while he attacked from the east. When they reached Gabriel's Crossing on May 7, 1885, Middleton

ordered his men to tear down the stables, and all the timber and sacks of grain that they found fortified the Northcote's upper deck. The troops boarded up the sides with plywood and put mattresses across the windows. Gabriel Dumont's billiard table and his wife Madeleine's washing machine were also taken and used for fortifications. For Middleton's plan to work, the land party and the Northcote had to both arrive in Batoche at 9:00 AM on May 9. However, there were no obstacles on the South Saskatchewan River, so the Northcote arrived an hour ahead of schedule. The Métis were ready for it. Patrice Fleury and other men were in rifle pits on the west bank of the river, while Gabriel Dumont had thirty men placed below the church on the east side. Dumont hoped to shoot the ship's helmsmen and trap the Northcote by lowering a ferry cable to stop its forward momentum. The Métis then hoped to capture hostages. When the Métis started firing, the helmsmen dropped to the floor unharmed, however, the ship drifted, first into a sand bank, and then into the main stream. When Dumont gave the signal to lower the cable, his men were too slow and they only took down the ship's smokestacks. Even though they did not get the hostages they were hoping for and did not capture the ship, the Northcote was effectively knocked out of further battle. The Northcote drifted for 4.8 kilometers after losing its smokestacks and then stopped. The boat's crew refused to go back upstream. When they finally decided to repair the steamer, the Métis began firing at them. A carpenter was shot in the heel, and after that, no one would go out on the deck. There were only two other injuries reported during the Battle of Batoche (May 9-12, 1885)

from the Northcote's crew. The boat moved downstream the night of May 9 and continued to receive fire from the Métis. It anchored on May 10 and received light fire from both banks. On May 11, the ship's crew decided to make it to the HBC ferry landing further downstream. It reached the landing at 3:00 PM. The steamer Marquis was anchored there and, on May 12 both steamers were ordered back upstream. The Marquis was damaged on the way; therefore the Northcote towed it the rest of the distance to Batoche. However, when they arrived at 8:00 PM, the battle had concluded.

The Northcote ended its career by being beached at Cumberland House (in what is now northeastern Saskatchewan) in 1886, where it was left to deteriorate. By the 1960s, only the boilers remained intact.

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#### [4\) Herbert Mc Naught Novice Exhibitors Award Kingston Stamp Club Main Plaque and Personal Award Plaque Presentation](#)

Here are the frames from left to right and the exhibits:

- 1) Floral Definitive by Val Mayers
- 2) 8c Centennial Definitive by Val Mayers
- 3) Apples and Oranges by Richard Babcock
- 4) Olympic Yacht Race, Kingston Olympics Lorne Fisher
- 5) Over run Countries 1943-1944 by Don Jennings
- 6) Kingston on Stamps by Peter Macdonald
- 7) World War II Prisoner of War Mail by Ted Luhtala
- 8) German Parcel Post Stamps 1941-1944 by Ted Luhtala

As a result of our Annual Exhibition Contest during our Christmas Meeting, you chose Ted Luhtala as the best Novice Exhibit. As a club, we purchased a Main Plaque along with a Personal Award Plaque for presentation. In addition, Ted has the Glass Trophy which he will keep for this year and then we will award this to our next winner at the Christmas Novice Exhibit, December 2012.

## 5) Imperial Economic Conference of 1932, Ottawa, Ontario

### Conference History

Imperial Conferences (Colonial Conferences before 1911), were periodic gatherings of government leaders from the self-governing colonies and Dominions of the British Empire between 1887 and 1937, before the establishment of regular Meetings of Commonwealth Prime Ministers in 1944. They were held in 1887, 1894, 1897, 1902, 1907, 1911, 1921, 1923, 1926, 1930 and 1937.

All but the second conference (held in Ottawa, Canada), were held in London, the United Kingdom: the seat of the Empire. The 1907 conference changed the name of future meetings to Imperial Conferences and agreed that the meetings should henceforth be regular, rather than taking place while overseas statesmen were visiting London for royal occasions (e.g. jubilees and coronations). After World War II, with the transformation of the British Empire into the Commonwealth of Nations, Imperial Conferences were replaced by biennial Meetings of Commonwealth Prime Ministers (MCPM), renamed Commonwealth Heads of Government Meetings (CHOGM), in 1971. Originally instituted to emphasize imperial unity, as time went on, the conferences became a key forum for Dominion governments to assert the desire for removing the remaining vestiges of their colonial status. The conference of 1926 agreed the Balfour Declaration, which acknowledged that the Dominions would henceforth rank as equals to the United Kingdom, as members of the 'British Commonwealth of Nations'.

The 1932 British Empire Economic Conference (also known as the Imperial Economic Conference or Ottawa Conference) of the British Colonies and autonomous Dominions was held in Ottawa between 21 July and 20 August. The agenda discussed the Great Depression, and the governments agreed to institute 'Imperial Preference' or a "Sterling Area", a system of protectionist tariffs on imports from non-Imperial countries. The growing depression, the desire to closely tie the large British Empire economically, and the creation of stable exchange rates were all key achievements at this meeting.

The conference saw the group admit the failure of the gold standard and abandon attempts to return to this monetary system. The meeting also worked to establish a zone of limited tariffs within the British Empire, but with high tariffs with the rest of the world. This was called "Imperial preference" or "Empire Free-Trade". This abandonment of open free trade led to a split in the British government. The conference was especially notable for its adoption of Keynesian ideas such as lowering interest rates, increasing the money supply, and expanding government spending.

### Air Mail Service

Background – Air Mail Service along the St Lawrence was organized to collect mail and transport by air to New York for boarding on transatlantic ships to Europe.

### Flights on behalf of the Imperial Economic Conference

A new faster service was organized between Montreal and Rimouski for air transport to transatlantic shipments. Following on from the 1930 test flights to the Strait of Belle Isle, a major development took place in July and August 1932 intended to speed up mails to and from the United Kingdom and this



Left section



Right Section



Presenting this award is Ron Barrett (on the left), Chair of the Exhibits and Awards Committee and Ted Luhtala. ☒

conference. Mail was again to be flown to and from the steamers at the Strait of Belle Ile.

A Canada Post Office announcement dated June 1932 described the official background and the postal charges: "In order to commemorate the opening of the Imperial Conference at Ottawa in July 1932 and, further, to demonstrate the time saving qualities of combined air and fast steamship transport via the St Lawrence route to Europe, the Postmaster General of Canada has authorized a special air mail flight between Ottawa and Red Bay (one third of the shortest seaway to Europe), on or about 12 July 1932. A special cachet will be used on letters carried on the commemorative flight. However, this cachet will only be used on such covers as bear Canadian postage at the following rates:

Canada, Great Britain, Northern Ireland, US and Bermuda – 6c for the first ounce and 5 cents for each ounce after. Europe - 6c for the first ounce and 10 cents for each ounce thereafter. West Indies, British Guiana, Mexico, Cuba, Central America, Asia, Africa and Australia - 15c for each half - ounce and South America 45c each half ounce. "

A test flight was made from Red Bay to Ottawa on 28 June which demonstrated the three stage route that was to be used in both directions for the official flights. The delivery pattern was as follows:

- 1) Red Bay, Labrador (part of the Country of Newfoundland) to Havre St Pierre, Quebec on the north shore of the estuary, by Bellanca floatplane.



- 2) Havre St Pierre, Quebec to Rimouski, Quebec on the south shore of the estuary by Vancouver flying boat.



- 3) Rimouski, Quebec to Ottawa, Ontario via Montreal by



Fairchild 71 landplane.

All flights were conducted by the RCAF. Flights were planned to coincide with the Empress of Britain, which had only entered service with Canadian Pacific late the previous year. Thereafter, air connections were provided to coincide with the sailings of the

Empress of Britain out of Southampton on 13 and 30 July and 12 and 27 August. This transport structure resulted in a four day transmission between London and Ottawa, saving three days compared with ordinary mail.

Canada Post Issues  
 Imperial Economic Conference Issues  
 Scott No 192,193 and 194 plus C4 Overprint.  
 All issued July 12, 1932.  
 Scott 192



3 cents deep red – King George V, with "Ottawa Conference 1932" in lower central tablet.  
 Printed by British American Bank Note Company, 10 million issued. Perf 11.  
 Scott 193



5 cents dull blue Prince of Wales, with "Ottawa Conference" in lower central tablet.  
 Printed by British American Bank Note Company, 8 million issued. Perf 11.  
 Scott 194



Britannia -  
 13 cents deep green, with "Ottawa Conference" in the lower central tablet.  
 Printed by British American Bank Note Company, 2 million issued. Perf 11.  
 Scott 195



5 cents olive brown overprinted in blue 6 cents, with "Ottawa Conference 1932" above "AIR" in the stamp design. Printed by British American Bank Note Company, 500,000 issued. Perf 11. Scott C4

This stamp was issued to mark the inaugural flight and further commemorate the Ottawa Conference. The Post Office Department arranged to surcharge to 6-cents a quantity of the 5-cent, brown, airmail stamps of the 1930 issue. This surcharge did not obscure the postage stamp design. The four blue horizontal bars obliterated the original figures of value. An allegory, "Airmail Encircles the Globe," is from a drawing by a staff artist of the British American Bank Note Company, Limited. The figure of Mercury, mythical winged messenger of the gods, symbolizing airmail, is shown, with a scroll in his hand, against a globe outlining the western hemisphere. The design symbolizes the speed in postal communication by air post.

**Bibliography**

Wikipedia.com  
 Canada Post Website  
 "The Canadian Aerophilatelist" June 2011 Issue – St Lawrence Seaway Air Mail Service 1927 to 1939 (Part3) by Richard Beith, Page 24 and 25. ☒

6) German Colony – Samoa



**Introduction**

In Schurdel's 1995 Book there is a short chapter, illustrated with some flags used in the former German colonies. It is said that in the year 1914 there was a decision to grant the colonies some flags. This idea was based on the fact that the British Possessions flew the blue ensign with the badge of the colonies. Germany had to show its flags also. The flags proposed —but never seen since in 1919 Germany lost all its colonies— were all black-white-red horizontally defaced with the coat-of-arms of the colony in

the centre. Only six coats-of-arms are known. They have all a *chief* (top of the shield), with the black Prussian eagle on white:

- Samoa - above white-blue-white-blue waves on red, three white coconut tree each of them on a little mound (island?)

*Pascal Vagnat*, 21 February 1996

In contrast to territories, which made up the British Empire, virtually all of which were granted a distinctive heraldic identity, German colonies and protectorates did not have their own heraldic devices or flags. Following in the Portuguese and Dutch colonial practice, the Germans treated their overseas possessions as an integral part of one empire and, consequently, the Imperial German Arms and Flags were used throughout the Empire.

During a visit by the then German Secretary of State, Dr. Solf, to German possessions in Africa during 1912-1913, he noted that each of the British colonial territories had their own distinctive colonial emblem. The fact that these 'colonial flags' all followed a single pattern made a great impression on Dr. Solf who submitted a memorandum to Kaiser Wilhelm II stressing the desirability of adopting distinctive emblems for Germany's overseas possessions. He went as far as to suggest that the matter receive urgent attention. The Kaiser agreed and suggested that Dr. Solf take the necessary steps to prepare the appropriate designs. In close co-operation with Johann Albrecht, Duke of Mecklenburg and the Herald's Office, a series of designs were prepared and submitted to the Kaiser.

*Bruce Berry*, 13 February 1998

Source - [www.fotw.com](http://www.fotw.com) ☒