

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

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## Upcoming Meeting Listing

-2011-

Nov 28 Auction Night  
Dec 12 Exhibits and Award Night &  
Annual Christmas Party

-2012-

January 9 Meeting and Consignment  
January 23 Auction Night  
February 13 Meeting and Consignment  
February 27 Auction Night

### 1) President's Message

As a club, we should be very proud of our combined efforts in making this year's festival was a great success. Attendance was approx one hundred, dealers donated door prizes for the hourly draw: our attendees all seemed pleased: and, all dealers want to come back next year. Our consignment table generated \$800 in gross revenues and they were busy all day long!

As we approach the Christmas season, the executive committee wants to extend the best of the holiday season to you and your family. Drive safe and enjoy this time of year. Maybe Santa will put a great addition to your collection under the Christmas tree?

*Richard Weigand*

Richard Weigand, President  
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Tel 613-352-8775, Email rweigand@kos.net



### 2) Editor's Comments

We are pleased to continue our two series this year: a) Canadian Inland Ships and b) German Colonies.

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

Editor – *Richard Weigand*



### 3 "Chicora" – Canadian Inland Ship



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, 6 072 000

Perforation: 12 x 12.5

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

### Stamp Designer:

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 Overview:

The Inland Vessels stamps feature Canadian passenger steamers and a riverboat. Constructed in England as a blockade runner for the Confederacy, the speedy "Let Her Be" was so profitable that captains and crews drank to "the health of the Confederacy..."

continuously and often riotously." Although blasted by union gunboats, "Let Her Be" survived. Rechristened the Chicora, she was cut in half in 1868 and transferred to the Great Lakes. In 1870 she helped carry the military expedition heading for Manitoba in the aftermath of the Riel affair. In 1874 she accommodated the Governor General on his Upper Lakes tour. However, in 1878, since she had too much passenger and not enough freight capacity for this region, she entered the Toronto Niagara River passenger trade. Chicora ended her career as the coal barge "Warrenko" in Kingston harbour where she sank in 1942.

#### **Naming of this vessel:**

Aside from the men that trained on her and then went on to sail other ships of the fleet, CHICORA left one other legacy to her running-mates and that was her name, which started for Niagara Navigation a tradition that all of its cross-lake steamers followed. "Chicora" was an Indian word meaning "Land of Flowers" and it was used to describe that area of the southern United States lying from Florida in the east to Louisiana in the west, the heart of the Confederacy. The name was appropriate for a blockade runner and when she came to the lakes, none of her owners ever saw fit to change it, perhaps because of its euphonious sound. Messrs Smith and Cumberland liked the name and they decided that all their major steamers should have similar names, all beginning with "C", ending with "A", and having an Indian origin. In fact, when CAYUGA was built, a public contest was held to choose a fitting name for the ship and these specifications were laid down to govern the names submitted.

#### **End of a useful life:**

"WARRENKO" was used sparingly by Warren Transportation and she spent much of her time laid up in the Princess Street slip at Toronto. By 1923 she had passed to the ownership of the Quinte Coal & Towage Company and was used in the coal trade almost exclusively. By about 1926, she was owned by the Pyke Salvage Company Ltd. of Kingston and, for them she served mostly in the coal trade between Oswego and Kingston, although on occasion she did venture down into the St. Lawrence. She ran through the thirties and finally met her end when, on September 19, 1938, while under tow of the Pyke tug SALVAGE PRINCE in Kingston harbour, she was rammed and sunk by the Tree Line package freighter SPRUCEBAY. A cofferdam was built around the sunken barge and she was eventually raised but she was never put back into service. WARRENKO was finally hauled ashore at the upper end of Howe Island and there she was dismantled.

#### **Early Years:**

It was 151 years ago that CHICORA began her life at the yard of William C. Miller & Son, shipbuilders of Birkenhead, England. She was not designed as a passenger vessel but rather had been built as a freighter to the order of the Chicora Import & Export Company of Charleston, South Carolina. At the time of her build, the Civil War was raging in the United States and the Union was attempting to bring the Confederacy to its knees by blockading its seaports, thus preventing the inflow of much-needed supplies and the export of the South's one major product, cotton. CHICORA, built under the direction of one Henry Lafone, a Confederate agent, was only one of a whole fleet of side-wheel racers designed to run the blockade of Union vessels.

CHICORA was launched into the Mersey River in February 1864 and was hurriedly prepared to enter service. She had a length of 221.0 feet, a beam of 26.0 feet and a depth of 10.9 feet. Her tonnage was registered as 740. Her iron hull was divided into six watertight compartments and she was given a long turtle-backed forecastle, a prime necessity for a blockade runner was a good turn of speed, and to this end CHICORA was fitted with an oscillating, condensing, two-cylinder steam engine which had cylinders of 52" each and a stroke of 48". This engine, built by Faucett & Prescott of Liverpool, developed 180 hp. and drove her large Clyde River-type side wheels. With her extraordinarily narrow hull offering very little resistance to the water, she proved to be a very speedy vessel. In a 28-mile speed test on the Mersey with her sister ship BADGER on March 26, 1864, she managed a speed of something in excess of 19 knots.

In keeping with the nature of her intended trade, CHICORA was built with as little above-decks as possible. She carried no superstructure on deck at all except for the paddle boxes and her guards were of the short English type. Her two very tall and slender funnels were set in tandem, one forward and one aft, of the paddlewheels. The funnels were very heavily raked as were the two masts on which auxiliary sail was carried.

#### **Canadian Confederation Years:**

In 1867, the year of Canadian Confederation, Great Lakes money began to be invested in CHICORA as she lay at Halifax. Donald Milloy, a member of a renowned Toronto shipping family, purchased a 17/64 interest in the ship on October 28, 1867, and on September 14, 1868, the remainder of the vessel's 64 shares were sold to Nicole Milloy, Toronto, to Donald Robertson of Queenston, and to Thomas Burk of Niagara Falls, their interests being 17, 15 and 15 shares respectively.

CHICORA was brought as far as Quebec City in 1867 and there she was put in dry dock and cut into two sections for the passage up the canals. The two sections were wintered at Sorel and the following spring they were towed up to Buffalo where they were rejoined and the ship converted for overnight passenger service. Her short English-style guards were extended the full length of the ship and cabins were built on the main deck. A "bird-cage" pilothouse was built forward of the foremast on the upper deck. This work completed, CHICORA sailed under her own power for Collingwood, arriving there on September 7, 1868. There the joiners went to work on her interior. Before they could finish, however, CHICORA made a special trip up to Lake Superior, calling at way ports on the North Channel.

During July and August of 1874, CHICORA was chartered for use as the vice-regal yacht for Governor General Lord Dufferin, who was planning a western tour. She was completely refurbished under the direction of Fred W. Cumberland, general manager of the Northern Railway, and was fitted out especially for her honoured passenger. She carried Lord Dufferin across Lakes Huron and Superior and even down Lake Michigan as far as Chicago. But, this job finished, there being no work available for her on her normal run, she was once again laid up at Collingwood. It is from this point that she became one of the "Niagara boats" and it is proper at this stage for us to digress for a moment from CHICORA to describe conditions on Lake Ontario's most famous passenger route.

CHICORA made her first trip on May 24, 1878, the Queen's birthday, and a holiday for the populace. Under the command of Capt. Thomas Harbottle, with J. Ellis as first officer, George Moore as chief engineer and Alexander Leach as purser, the steamer left Toronto's Yonge Street slip at 7:00 a.m. with a special excursion for Hamilton. She entered regular service a week later, leaving Toronto at 2:30 p.m. on Saturday, June 1st for the Niagara River. She was an instant success, becoming very popular with the travelling public.

**Niagara Navigation Company, the final years:**

CHICORA's last few years of service were years of great change for the fleet of the Niagara Navigation Company. In 1911, the firm bought out the operations of the Hamilton Steamboat Company and also the (Hamilton) Turbinia Steamship Company, thus adding to the N. N. Co. fleet the steamers MACASSA, MODJESKA and TURBINIA. In August, 1912 the entire Niagara Navigation organization with its vessels and shore side properties was merged into the Richelieu & Ontario Navigation Company Ltd. but there was no noticeable change in the Niagara operations except that R. & O. passengers could now travel through on the line's steamers all the way from Queenston to salt water (hence the company's motto - "Niagara to the Sea"). Through the merger the Niagara boats kept their distinctive funnel marking, red with a black smoke band.

**End of a useful life:**

During the following year the old steamer was stripped of her cabins and machinery and, in 1921, her hull was sold to the Warren Transportation Company of Toronto. Converted to a barge, she was renamed WARRENKO, and was given a small cabin aft and fitted with a small donkey boiler. She was put into service carrying coal and construction materials but her capacity was severely restricted by her beam of only 26 feet. When carrying anthracite coal, she could load only about 750 tons and, even, at that she was loaded to the rails. Her net tonnage during this stage of her life was only 278.

WARRENKO was used sparingly by Warren Transportation and she spent much of her time laid up in the Princess Street slip at Toronto, The Quinte Coal & Towage Company bought her and she was used in the coal trade almost exclusively. By about 1926 she was owned by the Pyke Salvage Company Ltd. of Kingston and, for, them she served mostly in the coal trade between Oswego and Kingston, although on occasion she did venture down into the St. Lawrence. She ran through the thirties and finally met her end when, on September 19, 1938, while under tow of the Pyke tug SALVAGE PRINCE in Kingston harbour, she was rammed and sunk by the Tree Line package freighter SPRUCEBAY. A cofferdam was built around the sunken barge and she was eventually raised but she was never put back into service. WARRENKO was finally hauled ashore at the upper end of Howe Island and there she was dismantled.

**Bibliography:**

Canada Post – Library and Archives Website.  
 Web Site of the Toronto Marine Historical Society



4) German Colonies - Togo  
 By Richard Weigand

## Togo

### 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:

- Cameroon - on red / a white elephant head
- Togo - a palm tree with two snakes (colours not known)
- German East Africa - on red / a white lion head
- German Southwest Africa - on blue, a white Cape buffalo head above which there is diamond
- German New Guinea - on green, a bird of paradise, head at the bottom (colour not known)
- Samoa - above white-blue-white-blue waves on red, three white coconuts tree each of them on a little mount (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 and visual 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 so 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.

The flags were to be based on the German horizontal tricolour of black, white and red charged in the centre with a distinctive shield of the colony.

The outbreak of World War I in 1914 diverted attention to more pressing matters and the flags designed for Germany's colonial possessions were never put into use.

Note: Germany entered the scramble for the colonies very late. Mostly traders were actually the founders of the colonies and around 1884 the first colony was acquired. When the First World War was over, the colonies were shared by the victors, although a treaty actually forbade this. But a new word was created, calling these former colonies a mandate. England, Japan, Belgium and France shared these former German colonies amongst each other.

So Germany had colonies for roughly 30 odd years.

A term called Schutzgebiete was created which means protected areas/land and the troops were called Schutztruppe which is a protecting army. The term Protectorate was used.

The colonies in Africa were Togo, Cameroon, German South-West Africa (Namibia), German East Africa (Tanzania, Rwanda, Burundi). The part of Papua New Guinea which the Germans had was called Kaiser-Wilhelm land ( Emperor William Land), further Samoa as well as several smaller islands in the Pacific.

A harbour in China called Tsingtao was also part of the German crown. Here the German navy was in control.

A legend says that Queen Victoria gave Mount Kilimanjaro as a present to the German Emperor; the truth is that the harbour of Mombasa was the real reason.



### 7) Kingston Stamp Festival 2011

Here are a few pictures of our successful festival:



#### **Exhibits and their Exhibitors:**

Floral Definitive's	Val Mayers
75 <sup>th</sup> World Scouting	Ron Barrett
Overrun Countries	Don Jennings
8c Library Issues	Val Mayers
Stamps about Kingston	Peter Mac Donald
Apples and Oranges	Richard Babcock



Setting the room up early in the morning!



Pretty well set up and ready to go!

gutter product of the U.S. and international booklets is also available.

“The challenge in designing these stamps was to capture the amazing detail and luminosity of these windows in this tiny medium,” says designer Andrew Perro. “Rather than focus on an entire window, some 40 feet in the sky, I picked a highlight within it for simplicity and clarity. I used different elements from the window border network to create an original scene for each stamp, and to give the set a cohesive look. The booklet cover and Official First Day cover show the extraordinary ornamental and intricate architecture of this beautiful cathedral.”

**Designer:**

Stamp designer Andrew Perro credits Mark Thompson, as the continuing caretaker of the

Windows, with providing him unbelievable access through some of the restoration equipment to get up high in the cathedral to photograph the windows.

Most of the original photos featured on the stamps were also shot by Mark Thompson.

This stamp issue was launched on November 01, 2011 at Saint Mary of the Immaculate Conception Church, with a representative from Canada Post and the designer as well as church dignitaries.

5) Christmas Stamps with a Kingston Focus

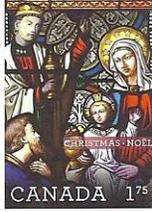
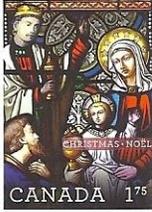
The art of creating coloured glass is ancient, and was originally practiced by both the Egyptians and the Romans. Stained glass, or sometimes thin slices of alabaster set in wooden frames to create a similar effect, has been used in churches and other stately buildings the world over since the Middle Ages. At a time when much of Europe was illiterate, churches in particular took advantage of the use of stained glass—frequently depicting vivid and expressive scenes from the Bible—to visually reinforce their teachings. An art-form in itself, stained glass is often referred to as ‘pictorial art’ or described as ‘illuminated wall decorations.’

Three of this year’s Christmas commemorative stamps showcase scenes from the magnificent stained-glass windows of the Cathedral of Saint Mary of the Immaculate Conception in Kingston, ON, which was built nearly a century and a half ago. The windows were originally imported from England. Over the years, several installation projects, additions and changes have been undertaken. This work includes a complete restoration of the windows, which began in 1993, done on site by glass and installation artist Mark Thompson, using much the same methods employed for the past thousand years.

The scenes for the stamps were chosen to depict the story of Jesus’ birth: the domestic rate, PERMANENT™ stamp shows the Angel appearing to Joseph, the U.S. rate (\$1.03) stamp shows the Nativity scene and the international rate (\$1.75) the Epiphany. The background of the souvenir sheet is an enlargement of the top border of each stamp to showcase the elaborate design. A

# CHRISTMAS • NOËL

Stained glass / Vitrail : St. Mary's Cathedral / Cathédrale St. Mary, Kingston ON



Loew-Martin  
Designs : Andrew Perro  
Photos : Mark Thompson



It is unlawful to remove  
and attempt to reuse  
postage stamps.



La loi interdit  
d'utiliser un timbre-poste  
qui a déjà servi.

