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Maple Leaves

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MAPLE LEAVES

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EDITORIAL

Before the next issue we shall have passed two centenaries, the release of the 1898 Map stamp and the introduction of Imperial Penny Postage (25 December, 1898), the stamp's *raison d'être*. It is appropriate therefore that we include two articles on the stamp, including new information; which just goes to prove that there is always room for more research. In passing, we should like to mention that the issue of a commemorative stamp was in no small way due to long-time Map fan Fred Fawn's suggestion to the Stamp Advisory Board – yes, they do listen!

The Royal P.S. of Canada recently announced nine honorary life members and we were pleased to see, among the distinguished company, two CPS members. Our congratulations go to A.N. Peatman of St. John, NB, and

H.G. Walburn, FRPSC, of Kelowna, BC, both of whom have notched up over 50 years membership of the 'Royal'.

Mention of Kelowna brings us to an inexplicable error on your Editor's part. In the last two issues, the diary of events has flagged the 1999 BNAPS Convention as taking place in Kelowna when it is, in fact, taking place just up the road in Vernon, BC. Perhaps it was happy memories of an overnight stay in Kelowna some years back and meeting a fine bunch of enthusiasts from the surrounding area. Anyway, apologies to all concerned.

Talk of errors brings us neatly to the creatures that inhabit every editor's worst nightmare – gremlins. They struck David Whiteley's article in the June issue. First, at the foot of page 286 they

altered the South American rate to 45¢ from the 15¢ illustrated at figure 2 on page 287. Success went to their heads, if they have any, for on page 291, not only was figure 5 wrongly captioned figure 2, the actual illustration was a repeat of figure 4! The correct figure 5 is shown below. Only two people reported the major error and one of those was not a member! In offering apologies, your Editor also expresses gratitude to the

other 450-odd members who spotted the error but decided not to burden him with their scorn.

And finally...subscriptions are due this month. You are reminded that payment before 1 January, 1999, is rewarded with a £2 discount from the full renewal of £14. Commensurate discounts are offered to overseas members as shown on the dues notice that accompanied the August issue.

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USE IT OR LOSE IT!



The above illustration should have appeared as Figure 5 on p291 of the June issue. It demonstrates the 90¢ rate up to ½oz, Pan American Clipper Airmail rate from Vancouver, via San Francisco, to Hong Kong, 2 Oct 1939.

A noted Map enthusiast marks the centenary of his favourite piece of coloured paper...

HAPPY CENTENARY, MAP STAMP

Fred Fawn

To commemorate the centenary of Canada's Imperial Penny Postage Stamp of 1898, Canada Post issued a Map stamp-on-stamp, which was launched on the opening day of ROYAL 98 ROYALE on 29 May, 1998, in Hamilton Ontario.

The designer was Francois Dallaire of Montreal. The Map stamp is in the centre of the design, flanked at left by Queen Victoria's crown and at right by a portrait of Sir William Mulock.

A total of seven million stamps were printed by the Canadian Bank Note Co., in sheetlets of 14, with the vignette of Queen Victoria's crown in the centre position. They were printed in five colour lithography on coated paper with a 13+ perforation, PVA gum and general tagging. The inscriptions read: top and bottom IMPERIAL PENNY POSTAGE 100th ANNIVERSARY / LA POSTE IMPERIAL A UN PENNY 100e ANNIVERSAIRE; at the sides CANADIAN BANK NOTE DESIGN: FRANCOIS DALLAIRE.

The original Map stamp was issued to commemorate the introduction of the

Imperial Penny Postage scheme within the British Empire. Figuratively speaking it put Canada on the map, looming large at the centre of the 19th century world. Historically, it was created to help increase communication and lower cost between Great Britain and its many Colonies and Territories.



For decades, many reformers on both sides of the Atlantic had struggled unsuccessfully to achieve reduced and uniform postal rates. Canada's Postmaster General, William Mulock (appointed on 13 July, 1896) fought for, negotiated and concluded a mutually-advantageous agreement with the British Postal Authorities and Government. Henniker Heaton, British M.P., was the most vocal proponent of the scheme and his efforts culminated in the endorsement of a uniform Empire Rate at the London Conference of July 1898, headed by the British PMG, the Duke of Norfolk.

Although the Imperial Federation League had proposed an Empire stamp in England in the 1890s, credit goes to Canada and to Wm. Mulock for having brought this concept to realization. The design of the Map stamp was created by Wm. Mulock and his staff. It shows a map of the world on a Mercator's projection with the British possessions indicated in red. On top, the Imperial Crown is placed between the words 'CANADA POSTAGE'. At the foot of the design is the motto "We hold a vaster Empire than has been" (from 'A Song of Empire' by Sir Lewis Morris, composed 20 June 1887, in honour of the 50th anniversary of Queen Victoria's accession).

To put this event into perspective, we must visualize an era in which communication binding peoples from the four corners of the world, was via letter only (no airmail, no fax, no e-mail).

Imperial Penny Postage accorded enviable financial rewards to Canadians: the postal rate to Great Britain, Colonies and Territories was reduced by 60%. Prior to the inauguration of I.P.P. the Universal Postal Union (UPU) rate was

the equivalent of 5¢ between member countries. The new rate became 2¢=1d (per 1/2oz). Great Britain, Canada and some 36 Colonies adhered to the new rate on the official inauguration day: 25 December, 1898; others joined the scheme later.

Other important dates are: 5 December 1898, Mulock's announcement in the House of Commons that the Map stamp was ready. The first day of issue was considered to be 7 December. As a result of the reduced I.P.P. rate, two more rate reductions followed: as of 1 January 1899, both domestic and US rates were lowered from 3¢ to 2¢. The drop letter remained at 2¢.

For the first time, the word 'XMAS' was included in the design of a stamp, much to the delight of thematic / topical collectors around the world. Printing was in three colours and by two different processes: the black, line-engraved; the red and blue, typographed. This method was another first in the British Empire and the Americas. In addition, this was the first stamp printed in the Dominion of Canada with a design which did not include the reigning monarch.

The American Bank Note Co. Ottawa printed this remarkable stamp. Each plate consisted of 100 (10 x 10) subjects, with the plate number at the top between the fifth and sixth stamps and imprints above stamps #3 and #8; below #93 and #98. Only the engraved plate had the plate number, imprints, margin lines and centre-cross markings. Five engraved plates were made with plate numbers 1-5. Plate 4 was not used. There were two plates used to print the red possessions. Plate A was used with black plates 1, 2 and 3; Plate B with black plate 5.

The stamp has proved to be enormously popular, a source of great fascination for collectors, authors and philatelic specialists. The reasons are manifold: the stamps are inexpensive, plating and building 'reconstructed' sheets is relatively easy and a lot of fun. Any collection can be improved by adding fancy cork cancels, barred and squared circles, RPOs, crown, duplex, flag, roller, machine, not to mention military and unusual postmarks, which are abundant. Varieties, patriotics, precancels, perfins are also desirable collectibles. For the first-day aficionados there are four dates to be collected instead of the usual one. For the postal historian, the sky seems to be the limit, since missives with Maps travelled to the remote corners of all Continents.

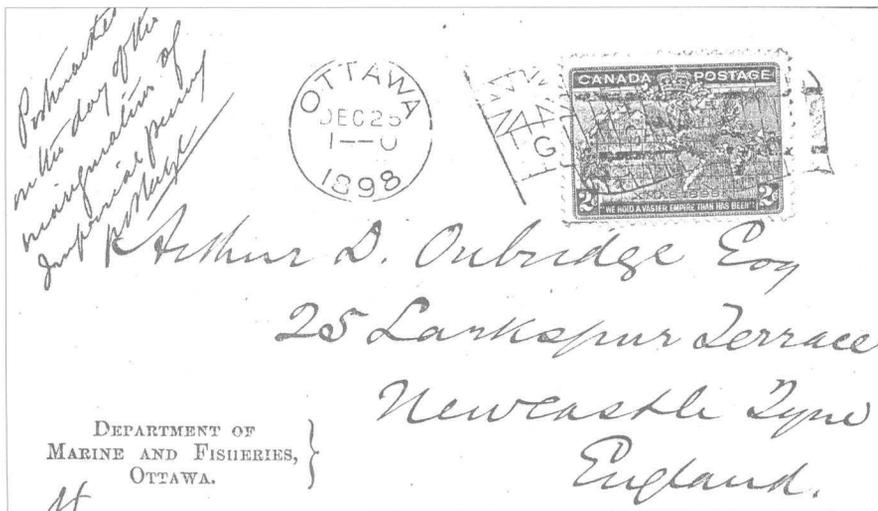
Since the story of the Map stamp and William Mulock's endeavours had been so closely connected, it is natural that many collectors insist also on building a 'Mulock side-collection'.

However, due to the popularity of Mulock-autographed stamps and covers, a number of forgeries have been reported. Mulock also improved and organized the Post Office to the point that it produced a surplus instead of deficit. For his many accomplishments, he was appointed Chief Justice of Ontario. Several streets and roads have been named after him.

Three major books and many articles have been published on the Map stamp. Recent studies of the unissued plate 4, colour categorization, printing sequence, paper varieties, centre-crosses, have revealed avenues for further studies.

Footnote.

Much of the above article appeared in the programme for 'Royal 98 Royale', the convention of the Royal P.S. of Canada in Hamilton at which the Map commemorative was launched.



Important Map date: 25 December 1898, inauguration of Imperial Penny Postage.

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Part 5 – Marginal Markings

The Yellow Peril

I define marginal markings as any marking on the plate that appears in the margins of the printed sheets. These markings are in the form of imprints, plate and manufacturer's printing order numbers, guide arrows, pyramid lines, R-GAUGES and lathework, sometimes referred to as 'engine turning'. A study of these markings is not only fascinating but is a very important and integral part of Admiral collecting. Because there are so many (2,500 estimated) different imprints, plate and printing order numbers, I will restrict my discussion to the stamps I displayed at Bournemouth in 1995.

Pyramids

The result of my finding in respect of the pyramid perforation guides was reported in the January 1992 issue of our Journal. Feedback, however, told me that I did a miserable job of making the point that the Type I pyramid is rare. Although Marler stated, on page 58 of his bible, that it was used only on two plates (110 and 111), this type is exceedingly rare and he had seen it only on the plate proof Type I, nonetheless, can be found. A position piece and half of another Type I pyramid in my collection proves this. I, therefore, and with the blessing of the editor, would like to reiterate their existence by illustrating them again.

Since 1992, I have added only two pieces to my collection. The first is a position piece from the upper right pane of the 3¢ carmine with Type II pyramid. According to Marler's chart (p60) the right pyramid is 16 times rarer than the left pyramid. The second is a 3¢

Photos by Ian Robertson

carmine coil sheet stamp with Type II pyramid. This pyramid is almost as elusive as the Type I pyramid.

R-GAUGE

The R-GAUGE is probably a registration gauge of some sort. It is located in the right margin just below the guide arrow. According to the list in Marler (pp60/1) there are seven R-GAUGES on six stamps: 2¢ green, 3¢ carmine, 50¢, \$1, 10¢ blue and 5¢ violet. The 5¢ violet denomination has the honour of having two R-GAUGES (and two pyramids) – one in the right and the other in the left margin. The R-GAUGE at right can be from any one of three plates – 19, 20 or 21 but the 'gauge' at the lower left can be from only one plate – 22. Accordingly, there should be three right gauges to every one left gauge. From my years of experiences in the trade, I find that this is not the case. If anything, it is the other way round! The ratio is more like five left to one right R-GAUGE. (Perhaps this is a good time to do a survey.) As with the pyramid, the R-GAUGE on the 3¢ carmine imperf is common compared to that of the perforated 3¢.

Other Marginal Markings

Besides the plate inscriptions in the top margins of the vertical perf 12 coils there are two other marginal markings on the coil stamps. These are the pyramids and R-GAUGES on the side margins of the 3¢ carmine sideways coils and they are extremely rare. Hans Reiche says, on page 71 of his book, that a unique block of the 3¢ carmine coil in sheet form with R-GAUGE exists.

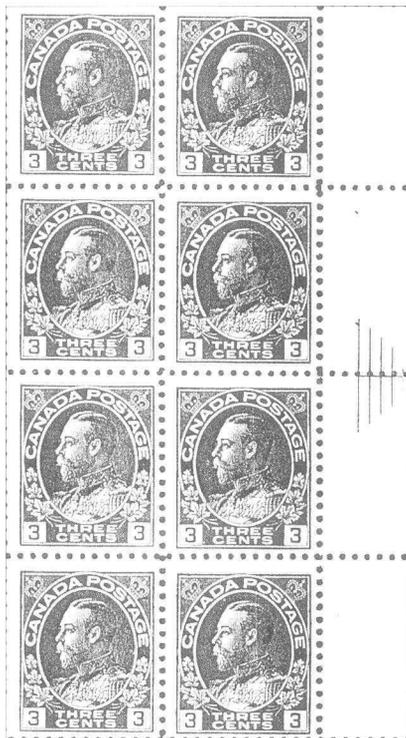
3¢ Brown Admirals showing both types of pyramid



A position block with Type I pyramid.



Block showing a partial Type I pyramid at UR.



Type II pyramid.



Position blocks of the 3¢ carmine stamps. Upper right margin block showing pyramid between horizontal rows 5 & 6. Next column: R-GAUGE in right margin below the guide arrow.



Startling Revelation

I was always under the impression that all R-GAUGES (except the 5¢ violet) appear in the right margin just below the guide arrow, that is, until I stumbled upon this startling paragraph dealing with the 3¢ carmine sidewise coil (Marler p527):

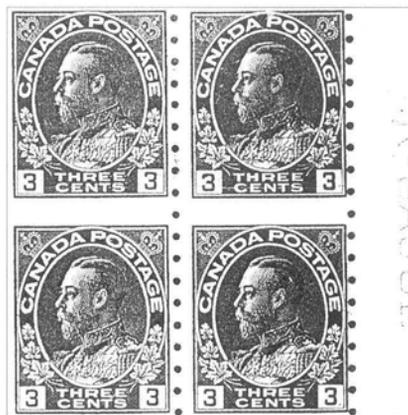
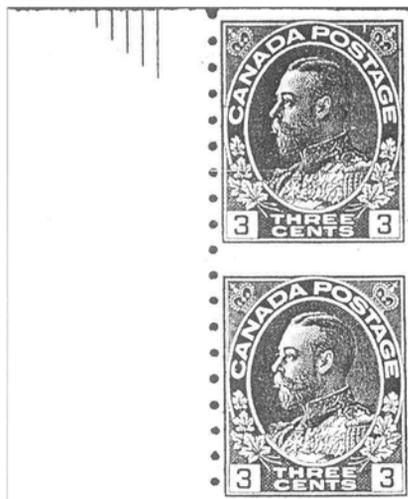
On Plates 11 and 12 there is a perforation guide in the center of the left margin, opposite the space between horizontal rows 5 and 6 of the upper and lower halves, and in the center of the right margin of each half the imprint 'R-GAUGE' appears. Both of these additions to the plate were trimmed off the

printed sheets when they were cut to make up the rolls.



5¢ violet with left and right R-GAUGE.

The plate layout for the sidewise coils was Type F: 400 subjects divided by a horizontal gutter into two panes of 200 subjects arranged in ten horizontal rows of 20 subjects each, the printed



3¢ coils in sheet form. Vertical pair with partial pyramid in left margin and a block with R-GAUGE in right margin. Note the absence of a guide arrow.



A strip of 3¢ carmine coil with R-G of R-GAUGE under paste-up.

sheets being cut into horizontal or 'sidewise' strips which were joined together to make a roll. According to the above paragraph there were two pyramid guides in the centre left margin between rows 5 and 6 of the upper and lower panes, and similarly, in the right margin, two R-GAUGES. The revealing paragraph also explains why the R-GAUGE block does not show any trace of a guide arrow.

Question: Is an upper R-GAUGE distinguishable from a bottom pane R-GAUGE? Boggs (p369) ventures the opinion that R-GAUGE refers to a method of gauging the register of the press during printing. Would anyone care to translate this opinion?

Footnote: While using watermark detecting fluid to check for stitch

watermarks I suddenly got a brain-wave to use the same method to check for plate inscriptions under paste-ups. It worked beautifully!

Editor's Note: It was the author who advised of the death of Elsie Drury, reported in the last issue. The Y.P. writes, "She was almost 73. Although a low profile collector, she formed in-depth studies of the 2¢ green and 2¢ brown Admirals and the first issue of postage dues. Her prize-winning collection of postage dues was second to none. Her knowledge of stamps was enormous and it is only because of her guidance that I was able to complete the 'Sweethearts' series in a very short time. On behalf of the Society, I extend to her family our condolences."

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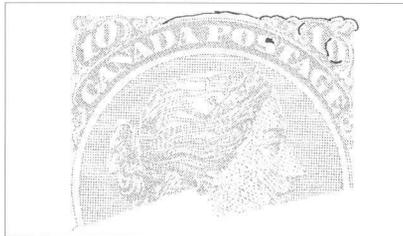
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SMALL QUEEN SNIPPETS

John Hillson, FCPS

The 10 Cents

Because only one plate was made of this value, with a total output of over four and a quarter million stamps, the main interest is the wide variety of shades. These range from the pale and interesting to intense reddish purples and lilac-roses of the later Montreal period and the rose-carmine and reddish browns of the second Ottawa period. Because this single 100 subject plate had such a comparatively low output it was never necessary to repair it, so the plate varieties are few and far between. There are, however, three which are worth looking out for, who knows, they may be lurking in your collection unnoticed, unloved even!

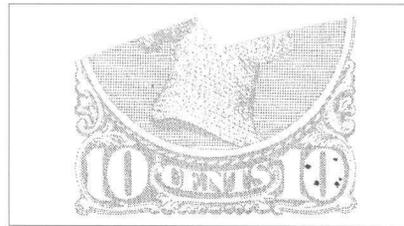


R9/9 *The re-entry*

The first of these is a fresh entry, that is a repair to a subject on the plate made after proofing but before being put into general production. I do not particularly like the habit of talking about position 89 or whatever – it does not instantly identify the position even on a 100 subject plate, but when it comes to the 200 subject plates of 1892 – well think about it. I prefer the row identified and the position from the left on that row, so position 89 becomes R9/9. This is where this re-entry is found on all printings as it was present

from the beginning, in spite of what one may have read to the contrary. Nor does it extend right across the top of the stamp, but only some two thirds as the illustration shows.

The second is the 'spotted 0'. Corrosion caused pitting in the right hand '0' of '10' on R3/1; it occurs on Ottawa printings and can probably be found on all shades of that period. I can vouch for three of them.



R3/1 *The spotted '0'*

Thirdly, somewhere around 1885, minor plate damage occurred resulting in a scratch across the '1', again of the right hand '10', R9/8.

Finally, regarding perforations, perf 12 and 11.5 x 12 are recorded in the catalogues but Robson Lowe sold a 'perf 12.5' at auction in 1974; it actually gauged 12.6 x 12.3. In 1989 Maresch sold some copies from the Siverts collection which were recorded as gauging 12.4 x 12.25. and were printed c.1885 in shades of magenta. It also exists perf 11.75 x 12. I recently acquired two so marked and one of them actually was! At the end of the Montreal period, stamps were being perforated 12 x 12.25 (approx.). Such should theoretically exist on the 10¢ but so far I have not found one. You may be luckier.



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A century after the Map stamp was issued (December 1898) one would not expect much new information to come to light, however...

UPDATE ON THE MAP STAMP

Bill Pekonen

A few new facts have come to light about the 1898 Map stamp. It has been confirmed that 2 December 1898, is a possible first day of use for the Map stamp. This conclusion is based on two facts.

1. Bill Pawluck is in possession of a copy of the American Bank Note Company order book / delivery record of the Map Stamp. It is headed up *November 24th 1898 / Imperial Postage* with a footnote *Vaster Empire Stamp* apparently in the same hand writing. It is signed by R.M. Coulter, D.P. Master. It shows that 100 sheets (10,000 stamps) were delivered to the Ottawa Post Office on 2 December, 1898. The record pages continue to show shipments made until 12 December, 1899 with the final delivery of 5,175 sheets making a total of 19,927,500 stamps.

2. My own files include a copy of Department Circular (1898-12-2) from the records of the National Postal Museum. It was issued by the Post Office Department, dated Ottawa 2 December, 1898. The heading is *Introduction of New 2¢ Postage Stamp*. It states in part *The new stamp will be available, forthwith, to the extent of its value, for the prepayment of postage on all classes of mail matter to all destinations, whether Domestic, British or Foreign. Postmasters are also informed that, in this case, the new stamp may be sold to the public as soon as supplies of it are received.*

Until recently, the first confirmed use has been recognized as 6 December, 1898, based on a cover reported by C.R. McGuire. This cover was posted at St. Hyacinthe, Que. An even earlier cover, dated 2 December, has also been reported by Fred Fawn, postmarked in Toronto. This particular cover has a flag cancel. There has been some question about this cover because it was earlier supposed that stocks of the Map stamp were not available until 5 or 6 December. The above records positively indicate that the stamp was available for sale on 2 December.

The next item may be a solution to a problem raised in the book *The Canadian Map Stamp of 1898*. Tomlinson illustrated a souvenir about a 3¢ 'Mystery Essay' on page 46 of his book. The souvenir for a 'T.H. & B. Club Dinner' asked the question 'Why is the value 3¢?' It continues by stating that "Four previously known proofs, all 2¢ value, are illustrated and written up in Essay Proof Journal, October 1948. But why the 3¢ proof?"

Documents found at the National Museum in Ottawa indicate a reasonable explanation for this essay. The facts are that a letter was sent from the British Post Office on 23 September, 1897, to ask if Canada would consider a 2d or 4¢ (Empire) rate. On 25 November, 1897, R.M. Coulter wrote back to Britain to say that Mulock had decided to reduce the rate to 3¢ effective 1 January, 1898. There was much correspondence which, in effect,

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told Mulock that he had no authority to take such unilateral action. Mulock was forced to retract. The Duke of Norfolk then called a conference on postal matters during July, 1898. Mulock agreed to attend.

When Mulock arrived in London to attend that conference, he found a letter, waiting for him. The letter, dated 23 June, 1898, said in part "*There is one thing that I believe Mr. Chamberlain would like personally and that is to make the rate 2c instead of 3c. I am sure you will treat this information confidentially, but thought it would be a very good piece of news for you to know on landing*". (Mr. Chamberlain was the

British Postmaster General).

It would not be too great a stretch of imagination to believe that the 3c essay mentioned in Tomlinson's book was in connection with either the aborted plans to introduce the 3c rate in January 1898 or to some pre-planning for the July postal conference. Under either of those suppositions, those plans for a proposed 3c imperial postage rate would have been scrapped because of the foregoing 23 June letter. Furthermore, it is a recorded fact that Mulock was promoting 'a common model of postage stamp for all parts of the Empire'. Those three related events may be a possible answer to "why 3 cents?"



Stop Press

Our Secretary has emigrated – to Wales!
Please note new address
inside back cover.

Stop Press

ADMIRAL PLATE MATERIAL

Hans Reiche, FCPS

Practically all auction houses continue to offer plate material from the Admiral period. Some large collections have come on the market including those of Marler, Lussey, Jephcott and White. The collection of Major White was probably the first extensive one. In his own handwriting all plate material had the date of purchase in pencil in the margins. Kasimir Bileski gives credit to him, as well as Col. F.E. Eaton for compiling some of the information published in his 'Canada Plate Block Catalogue'. The last edition was published in 1970.

Prices for any plate material vary according to the denomination and the scarcity of the stamp itself. Certain plates have never come on the market, although they exist. Others that were believed not to exist have been found. There is one interesting aspect to pricing that has been overlooked so far. The contract with the Bank Note Company indicated that 40,000 impressions from one plate should not be exceeded due to wear of the plate. But the company wanted to make a better profit and re-used plates by refurbishing them so that these plates could provide more than just the stipulated number of impressions. As long as the printed impression from such plates showed no major deterioration the Post Office accepted them. It is not

clear, even from all the correspondence between the two parties, whether the Post Office was aware of this practice. The files in the Public Archives in Ottawa do not refer to it.

In order to identify these refurbished plates the company made changes to the manufacturing order numbers that were used in addition to the plate inscriptions. To quote just two typical examples: one can note that the 2¢ carmine and the 10¢ plum had plates refurbished not only once but a number of times. Marler, in his book, lists some of these plates with their order numbers, but further research has added new order numbers to his listing.

2¢ carmine Plate 44

Order number 147, 174, 195

10¢ plum Plate 2

Order number 85, 86, 98, 110, 119, 120, 129

These particular plates were run originally with the initial order numbers not crossed out or changed. Because of the large number of changes made to the plates it is possible that the original plate impressions are very rare. Auction catalogues seem to indicate this. Practically all such plate material has the changed order numbers and not the original number. Prices should reflect this.

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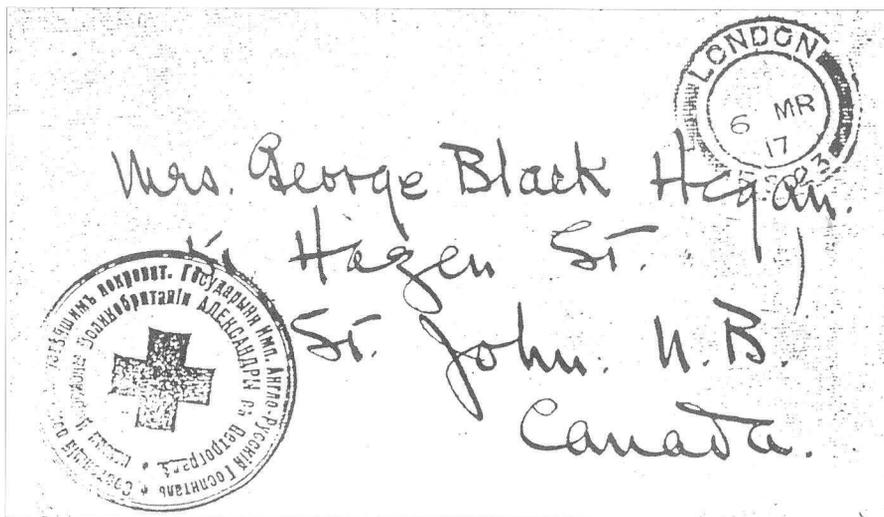
Members of the Canadian Armed Forces fought with great distinction and bravery in many theatres during the First World War, from the trenches of Flanders to the steppes of Russia. One might ask what were Canadian fighting men and women doing in greater Russia during the summer and winter of 1918 and in some cases well into the summer of 1920? The simple answer is that they were there as part of the Allied War Cabinet's grand and ill-conceived schemes to establish an Eastern Front after the collapse of Russia and the Treaty of Brest-Litovsk which effectively ended Russia's involvement in the war.

Although the postal history of the Canadian Forces' involvement in the more traditional theatres and campaigns has been well documented, the same cannot be said for some of the minor campaigns in which Canadian Forces found themselves committed. In Russia Canadian soldiers and airmen found themselves operating in four areas. Two of these areas, Siberia and North Russia involved fairly substantial numbers of Canadians, many of whom saw little or no action, especially in Siberia, whereas those in North Russia were constantly in action against overwhelming odds. In the other two areas, the Caspian Sea campaign and the Black Sea area, with the 'Volunteer Army' composed of White Russian forces led first by generals Alekseyev and Kornilov and then by General Deniken, Canadian soldiers and airmen were in action for the duration of the British involvement. Canadian nurses, members of the Canadian Army Medical Corps attached to the Queen

Alexandra's Imperial Auxiliary Nursing Corps, were also dispatched to Russia to help staff the Anglo-Russian Hospital which was established in Petrograd in November 1915 and opened in February 1916. By January 1917 there were four Canadian nurses attached to this hospital; they had a grandstand view of the Russian Revolution.

Apart from the Siberian adventure, little has been written about the postal arrangements provided for the Canadian servicemen under these various commands. Part of the problem lies in the fact that all the Canadians, with the exception of the Siberian Force, were under British Command and had to rely on the British Armed Forces Postal Service to carry their mails. The troops in Siberia were more fortunate in that the British and Commonwealth contingent was under the command of a Canadian, this force had the facilities of No.5. Postal Detachment (Canada) to look after its needs.

Given the paucity of information and the relatively limited amount of philatelic material available, the aims of this series are to draw attention to these campaigns and to provide students of military postal history with a checklist of available material known or reported to the author. Here I would like to thank all those who have provided material and assisted me in this project. In particular Lieutenant-Colonel Bill Bailey, whose suggestion this was in the first place, Colonel Bill Robinson, Ken Ellison, John Frith, J.C. Johnson and John Wannerton.



Cover from Nursing Sister Edith Hegan, CAMC, one of four Canadian nurses employed at the Anglo Russian Hospital, Petrograd, 1917. Russian Red Cross Anglo-Russian Hospital, Petrograd cachet and London double ring May F.S. 23 6 March, 1917 date stamp. Cover is addressed to Nurse Hegan's mother.
Illustration courtesy of Jon Johnson.

Readers should note that Russian names and place names have been spelt in a variety of ways by the different authorities consulted. Therefore I have, out of necessity and continuity, adopted one spelling throughout; where there are gross differences, the alternate spelling has been given at the first usage.

Section 1 The Canadian Expeditionary Force, Siberia: 1918 -1919

Since Edith Faulstich wrote her groundbreaking monograph on the activities of the Canadian Postal Corps in Siberia between October 1918 and June 1919 a number of other writers have followed her lead. Each of these contributors has added to our knowledge and brought a greater understanding to the subject.¹ By their discoveries these authors answered many questions but

have also raised many others which have not, as yet, been fully explored or answered. To-day, those persons interested in this relatively obscure area of postal history are forced to consult a number of different books and journals to find the relevant information and articles. It is my intention to assemble the known facts and, with the assistance of other collectors, prepare a checklist of known material, which is probably less than 150 items.

Early in 1918, after the collapse of the Eastern front, and with no apparent end to the war on the Western front in sight, the Allies considered it imperative to re-establish a presence in the East to prevent the Axis powers from moving re-inforcements to the Western front. It was hoped that this initiative would enable the Czech Legion to reach

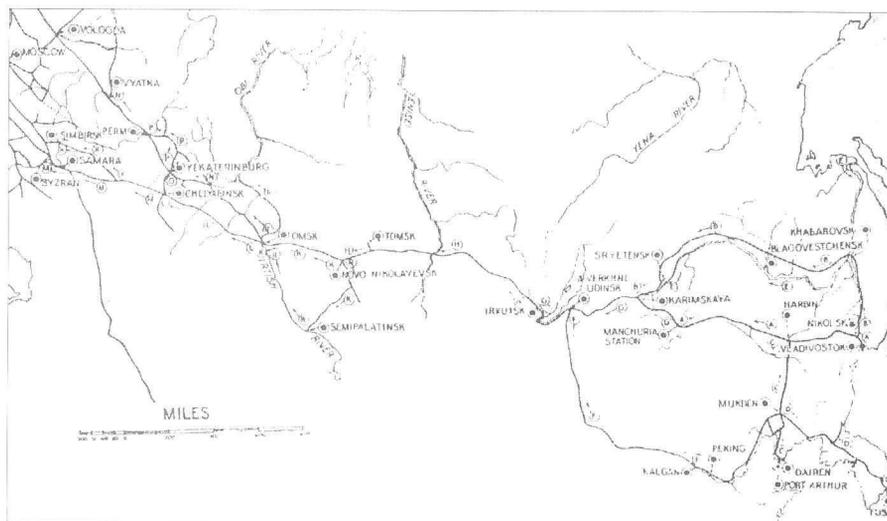
Vladivostok and provide support for White Russian forces attempting to overthrow the Bolshevik government. On 12 August, 1918, as a result of a request from the Imperial War Cabinet, the Privy Council (Canada) authorized the dispatch of a contingent of 5,000 men under the command of Major General Elmsley to represent Imperial interests in the Allied Expeditionary Force to Siberia. The Canadian Contingent's mandate was:²

First to relieve the Czechs, second to gather them and as many Russians as possible and establish an Eastern Front against the Bolsheviks, thus in conjunction with the various other Allied Forces in Northern and Southern Russia keeping some Germans away from the Western Front.

The Canadian contingent was enlarged by the attachment of two British infantry regiments: 25th (Garrison) Battalion Middlesex Regiment and the 9th Battalion Hampshire Regiment. Initially the Force was to establish its main Headquarters at Omsk with a base headquarters at Vladivostok. The first unit to arrive in Russia was the 25th Middlesex who landed at Vladivostok on 3 August, 1918, having left Hong Kong 27 July, on board the S.S. Ping Suey. On 10 August, elements of the Regiment, supported by 43 machine-gunners, moved inland to the Ussuri River front, there with other allied troops they were able to defeat a Red Army, thus allowing the Czech legion to force its way through to Irkutsk.³ Early in September the whole battalion entrained for Omsk, some 5,500 kilometres west of Vladivostok on the Trans-Siberian Railway, a journey that took them a month to complete.

They were joined sometime in late December or early January 1919 by the 9th Hampshires. The Hampshires arrived in Vladivostok from India on board the S.S. Dunera, on 28 November, but did not proceed to Omsk until after 5 December as they were waiting for winter clothing to be brought from Canada. The Regiment then departed for Omsk in two contingents, ten days apart, arriving in Omsk in late December and early January 1919.⁴ (See Map 1-1).

There is some evidence to show that at least an advance party of the 9th Hampshire Regiment was in Vladivostok as early as late October 1918, as there is extant a cover dated with a black circular FIELD POST OFFICE CANADIAN SIBERIAN EXP. FORCE/2/OC 28/ 18 (hammer 2). This letter was addressed to Brighton, England, from a member of the Hampshires, posted in a CPOS Ltd. envelope and cancelled at the Field Post Office two days after the arrival of Lt. Ross and members of No. 5 Postal Detachment.⁵ It has also been established that the 'PASSED / BY / CENSOR. / 003' hand stamp allocated to the 9th Hampshires by the DAAG was received on 9 December 1918, and an acknowledgment of receipt obtained.⁶ This would have been four days after the arrival of the censoring equipment in Vladivostok and prior to the Regiment's departure for Omsk. There is a third piece of evidence in the form of a letter to a Miss Marjorie Dales, Bournemouth, Hampshire. This letter has a black circular FIELD POST OFFICE CANADIAN SIBERIAN EXP. FORCE / 1/DE 14/ 18 (hammer 1) and a purple PASSED / BY / CENSOR / 003 hand stamp countersigned by the censor officer.⁷

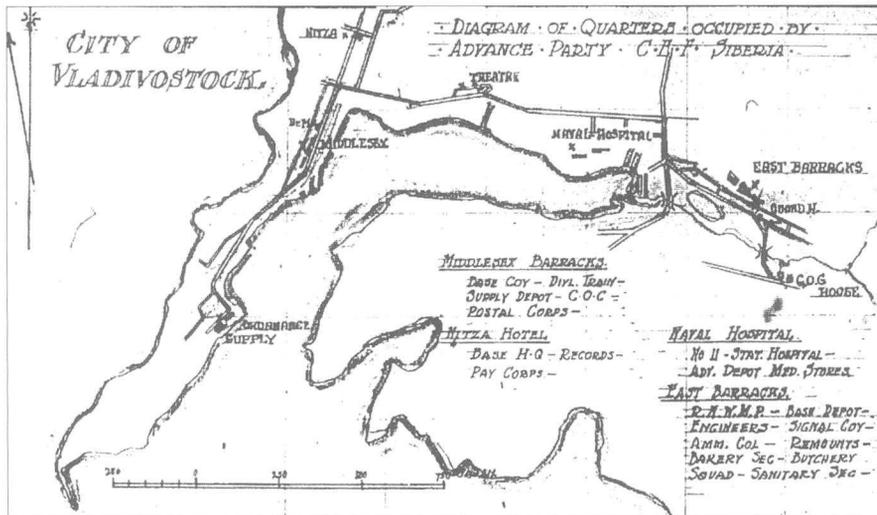


Map 1-1 Area of operations of Siberian Expeditionary Force showing disposition of the Canadian contingent and British units under its command. Faulstich.

The Canadian contingents did not begin to leave Victoria until October 1918, and were then only allowed to proceed after considerable political manoeuvring on the part of the Canadian Government. The advance party of 677 men, including General Elmsley, his staff and four members of No.5 Postal Corps, finally sailed from Victoria on 11 October on board the Canadian Pacific liner *R.M.S. Empress of Japan* and arrived at Vladivostok on 26 October. With the cessation of hostilities in November 1918 the need for an Eastern front evaporated. Consequently the Canadian public questioned the necessity of sending troops to Siberia and urged the government to keep the troops at home and recall those already in Siberia. Sir John White, the Acting Prime Minister, wrote to the Prime Minister, who was in London for the Peace talks, advising him that:⁸

All of our colleagues are of the opinion that Public Opinion will not sustain us in continuing to send troops (to Siberia).

Notwithstanding his advice and the domestic situation at home, both the Imperial War Cabinet and Prime Minister Borden were convinced that it was both politically and economically important to maintain a significant Imperial presence in the Allied Expeditionary Force. Consequently the decision to dispatch the Canadian contingent was re-affirmed on 27 November.⁹ Therefore a further contingent of 353 men, including Lt. Col. Stayner, who was carrying the Post Office Censor stamps, sailed from Victoria on 17 November on board the Canadian Pacific liner *R.M.S. Monteagle*, arriving in Vladivostok on 5 December. Further contingents departed from Victoria as follows:¹⁰



Map 1-2 disposition of the Advance Party Canadian Expeditionary Force Siberia in the city of Vladivostok, as of October, 1918. PAC. RG-9,IIID3. Vol. 5056, Reel T10950.

Dep. 17 Nov 1918	85 men aboard	
S.S. War Charger	Arr. Vladivostok	14 Dec
Dep. 22 Dec 1918	891 men aboard	
S.S. Teesta	Arr. Vladivostok	12 Jan
Dep. 26 Dec 1918	1,807 men aboard	
S.S. Protesilaus	Arr. Vladivostok	15 Jan
Dep. 10 Jan 1919	24 men aboard	
S.S. Madras	Arr. Vladivostok	27 Jan
Dep. 31 Jan 1919	57 men aboard	
S.S. Monteagle	Arr. Vladivostok	14 Feb
Dep. 12 Feb 1919.	311 men aboard	
R.M.S. Empress of Japan	Arr. Vladivostok	1 Mar
Dep. 28 Mar 1919	7 men aboard	
S.S. Cyclops	Arr. Vladivostok	14 Apr

Once the Canadian Contingent was established in and around Vladivostok, as shown on Map 1-2, General Elmsley expected to move his main force to Omsk. Because of the confused situation in Russia and the obvious ascendancy of the Bolshevik forces, the Canadian Government ordered Elmsley to retain all Canadian units in the Vladivostok area, despite the wishes of the Imperial authorities who wanted to

establish a strong position in the Omsk area. For the next five months the majority of the Canadian forces remained in the Vladivostok area, except for a small contingent of Canadian administrative personnel who were sent to Omsk on 6 December, and for the occasional sortie inland.¹¹

By the spring of 1919, however, faced with growing public discontent, vociferous opposition from within the House of Commons and a divided Cabinet, the Prime Minister and his supporters were forced to recall the troops, despite entreaties from the Imperial Government to remain. Embarkation for Canada commenced in April and was essentially completed by 5 June with the departure of General Elmsley and his Headquarters staff. The actual dates of departure and arrival at Vancouver are as follows:¹²

Dep. 21 April 1919 <i>S.S. Monticagle</i>	1,076 men aboard Arr. Vancouver 5 May
Dep. 9 May 1919 <i>R.M.S. Empress of Japan</i>	766 men aboard Arr. Vancouver 21 May
Dep. 19 May 1919 <i>R. M.S. Empress of Russia</i>	1,524 men aboard Arr. Vancouver 30 May
Dep. 5 June 1919 <i>R.M.S. Monticagle</i>	655 men aboard Arr. Vancouver 18 June

Footnotes.

1. Edith M. Faulstich, 'The Canadian Expeditionary Force in Siberia, 1918-19', re-printed from *The Postal History Journal*, January 1968. Lt. Col. R.H. Webb, 'Canadian Forces Mail Siberia 1918-19', parts I & II) *The Canadian Philatelist* Vol.20 1969 pp.35-43, 59-66. Ed. Richardson, 'Canadian Expeditionary Forces Mail-Siberia, 1918-19 – A Study of its Markings & Stationery', parts I-III, *The Canadian Philatelist*, Vol.24, 1973pp. 65-71, 179-183, 283-289. Robert C. Smith, 'Markings of the Canadian Expedition-

ary Force (Siberia)', *Journal of the Postal History Society of Canada*, Vol. 36. pp. 9-11 & 'The British Military Mission to Siberia, 1918-19', *Journal of the Postal History Society of Canada*, Vol. 38pp. 4-9

2. Faulstich p4

3. The Capture of Irkutsk by the Czech Legion gave it control of the Trans-Siberian Railway from the Urals to Vladivostok. See Map 1.1.

4. Webb p38. See also Christopher Dobson & John Miller, *The Day They Almost Bombed Moscow, The Allied War in Russia 1918-1920*, (New York: Athenacum, 1986), pp145-46, 151-153. for the early activities of the British Regiments in Siberia August to December 1918.

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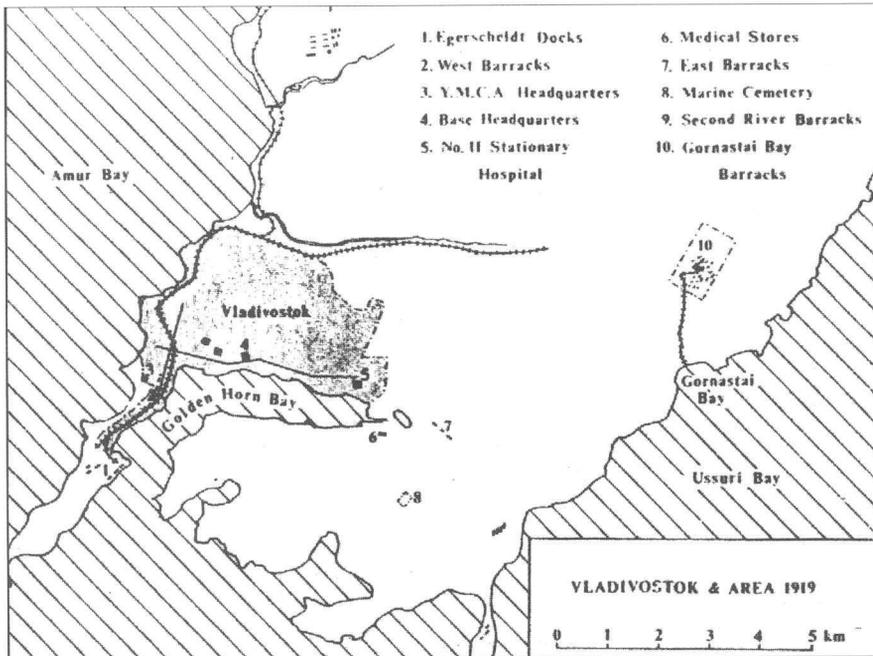
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Map 1-3 Disposition of Canadian Troops in and around Vladivostok, November, 1918-May, 1919. From a blueprint (reduced) PAC. RG-9III, Vol. 5056. File 959.

5. Courtesy of Bill Robinson

6. Table of disposition of censoring devices prepared by Robert C. Smith PHSCJ P 38 & below

7. Courtesy Bill Robinson

8. Faulstich. p6

9. Webb p39

10. J.F. Skuce, *Canada's Soldiers in Siberia, 1918-19*, Ottawa: Access to History Publications. 1990

11. Webb p40

12. Skuce

To be continued

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LUCKY STRIKE Dr. Alan Selby

Gold was discovered in the Yukon in the 1870s. Single or small groups of placer miners spent the summer prospecting and taking out small amounts of gold. This was common knowledge in the more active areas around Juneau, Alaska. The native indians were not particularly friendly toward outsiders because they wanted to protect their economic position as middlemen in a profitable fur trade. Few prospectors wanted the double challenge of climbing the formidable passes in the upper Yukon valley combined with significant native hostility. In addition, both the Hudson's Bay Company and the itinerant missionaries realized that significant mining had the potential to disrupt established business – fur trade and conversion of the heathen. Each party made common cause to suppress the spread of this information.

The situation changed dramatically in 1896, a huge discovery by George Carmack and his Indian in-laws was too large to ignore and the rush was on. It peaked in 1898 with estimates of up to 50,000 tramping their way from all points of the compass. A handful realized their dreams of untold wealth; a few managed to hold on to it.

One of the most famous was Fred Bruseth. Where he came from or where he went, I don't know. However he is listed in Michael Gates 'Gold at Fortymile Creek Early Days in the Yukon'. It can be assumed that he was in the Yukon at the time of the strike and had probably wintered over for some years.

He was indeed at the right place at the right time. According to Robert



Wallace, in 'The Miners' Fred Bruseth (sic) "Panned \$61,000 in a single day". At \$15 per ounce, this works out at 250lb. panned in a single and probably literal 24 hours around the clock. No wonder then that someone at Dawson wrote him a letter and registered it!

The illustration shows a 10¢ registered single weight 1/2oz. U.P.U. letter mailed at Dawson Y.T. 19 November 1900. It was carried by Government dog team to White Horse

and by White Pass and Yukon route railway across the border to Skagway, Alaska, in closed bag. It was forwarded by sea to Vancouver and by C.P.R. to Montreal, transit B/S De 15 1900. There is a registered oval 'London 27 De 00' and three Norwegian transit and receiving handstamps on the back. I am sure that if Fred Bruseth were alive today he would have a second last laugh about the Klondike Gold Rush "are you telling me that this old envelope is worth more than 20oz. of gold?"

BOOK REVIEW

Force 'C': The Canadian Army's Hong Kong Story, 1941-1945 by Ken V. Ellison, OTB.

This 104-page postal history monograph presents one of the most tragic episodes in Canadian military history during the Second World War. The book examines the postal history of the Force from its early beginnings in October and November 1941, to the fall of Hong Kong in December. The strength of the exhibit, and the book, is in the many rare and exotic covers sent from Canadians held in the Japanese P.O.W. Camps at Yokohama, Argyle Street, Sham Shui, Oeyama, and many others. Not only is this work important in Canadian philately it is also a poignant reminder of the many sacrifices members of this Force made during the war.

The book also illustrates many covers near the end of hostilities and relating to repatriation of the Canadians aboard transport ships home. Many covers captured by British troops in August 1945, which were never delivered by the Japanese, are shown as

well. The bonus with this book is the 23 page appendix of collateral material seldom seen with the exhibit itself. Scarce copies of Department of Defence and Red Cross letters, postal directives for mail to P.O.Ws in Japan and some interesting cards and covers have been included for the reader better to understand the entire story about the Force.

The book is plastic coil-bound with plastic covers and a colour title page. Anyone interested in the Second World War, P.O.W. mail, military postal history, or the Pacific Rim and Hong Kong, will enjoy this book.

This is the eighth in the series of reproduced exhibits by BNAPS members. Copies can be ordered direct from the author Ken V. Ellison, Publication Chairman, 14600 Middle Bench Road, Oyama, BC, Canada, V4V 2C3. Price delivered: in Canada, CDN \$14; in the U.S., US \$12; and overseas CDN \$20. Payments should be made payable to 'Ken V. Ellison'.

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LETTERS TO THE EDITOR

Hans Reiche, FCPS, MONTREAL '21' ROLLER

The Canada Precancel Handbook lists the Montreal '21' roller cancel as one of the existing precancels on various stamps.

This roller has been used for regular postage cancellation as well and, because of this, the question has often been asked whether it is really a precancel or not. Some collectors doubt if this is a precancel so it has never been added to the regular precancel catalogue but is described in detail in the handbook. The cancel is not common and whenever it appears at auction it brings a good price.

The question can now be laid to rest. A mint unhinged copy has finally

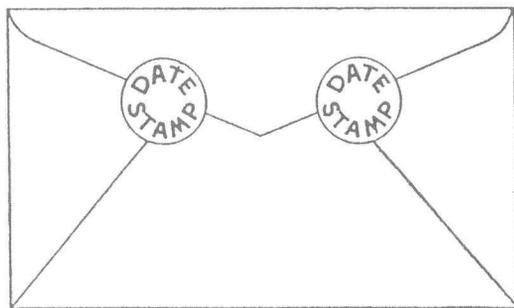
been found with this cancel. This leaves no doubt that it is a precancel. In an auction the precancelled stamp brought \$80.

Dean Mario PLACE HANDSTAMPS HERE

Members familiar with postal guides and postal directives know that these publications are often filled with text and little else. In perusing a copy of the 1928 edition of *'Useful Information for Postmasters in Charge of Post Offices on the Revenue Basis'*, a small handy reference for postal clerks, I came upon the interesting illustration and text shown below.

Members will now know why certain backstamps on their registered covers are situated where they are. One

246. **Date Stamping.**—Registered letters must be date stamped at the office of mailing with the steel dating stamp, one impression to be placed on the address side, and two impressions upon the flap so that the date stamp will be partly on the edge of the flap and partly on the back of the envelope at the point where the sealed edges meet. See following diagram showing how registered letters should be date stamped on the back:—



Registered articles other than letters must be similarly date stamped on the front and back.

Care must be taken to see that the impressions of the date stamp are in every instance clear and distinct.

could argue that the policy directing clerks to place 'clear and distinct' impressions was not always followed, given the fact that the area for these impressions did not usually lend itself to clear strikes (because of the unevenness of the paper).

Dean Mario

TRACE MAIL

Canada Post Corporation has recently introduced new technology for the tracing and retrieval of their various optical bar coded trace-mail products

(insured, registered, priority, Xpresspost etc.). One of the new looks for Xpresspost is illustrated.

Service of these pre-paid envelopes has not changed but there are now added features including a \$1.00 fee 'sticker' when the sender requires a signature upon delivery, and a \$5.00 fee if the sender wishes a hard copy of the recipient's signature. The mailing label is now placed on the reverse of the envelope, rather than on the front as previously required.



*Above: Front of Expresspost label and customer receipt.
Following page: Front of Expresspost envelope.*



The following is an extract from a letter to Admiral Peril 'from 'the Admiral Nut' (a thinly disguised Hans Reiche), following the former's article in the June issue.

OG 106½

As far as I know, having been in the BNC vaults, there was always a model made before the first or final die was made. All models disappeared a long time ago and were probably destroyed.

The model for the regular Admirals existed once. It was partially a paste-up of various engraved parts of the final design. How from the model a die was made, I do not know. I assume the engraver simply made use of the model and with his engraving skill developed the die. Paintings and sketches were sometimes used and the engraver, an artist, had to translate this into a die. I was once told that the 'F' stood for 'Final', why the ½ I do not know, I believe it is the only example of a proof with such a number.

I have seen your proof and I noticed that the left numeral box has a problem.

It may be that was why it was never used. In addition I think some changes were required to the leaves.

**Horace Harrison FCPS,
NEWFOUNDLAND
POSTCARD PROOFS**

Here (*overleaf*) are two interesting acquisitions which may be of interest. They were acquired in a recent auction and must have come from the engraver's records, or there's a leak in the Archives in Ottawa. Under US law (the Uniform Commercial Code) the purchaser of property determined to have been stolen acquires absolute title if he buys it at an advertised public auction. I don't know what the Canadian law is.

I am pretty sure these die(?) proofs of P3 and P4 are not stolen because the archival material which might have been available at Christies' sale in New York was nowhere near as clean and pristine as these two items. The condition of the American Bank Note Co. archival material was deplorable when I inspected it last year, just before the auction was aborted.



**Horace Harrison FCPS
NEWFOUNDLAND
RELATED STATIONERY**

Illustrations of three items are shown which may be of interest to members who, in turn, might be able to offer assistance.

The Registry Postal Telegraph envelope has been with me for some

time but I am still mystified by it. Can anyone explain its use and provide a used copy? Note that it was transmitted 'free of postage'.

Postcard Webb P3 was mailed at St. John's on 11 August 1886 and cancelled with the '235' in bars, with a similarly backstamped Railway TPO in

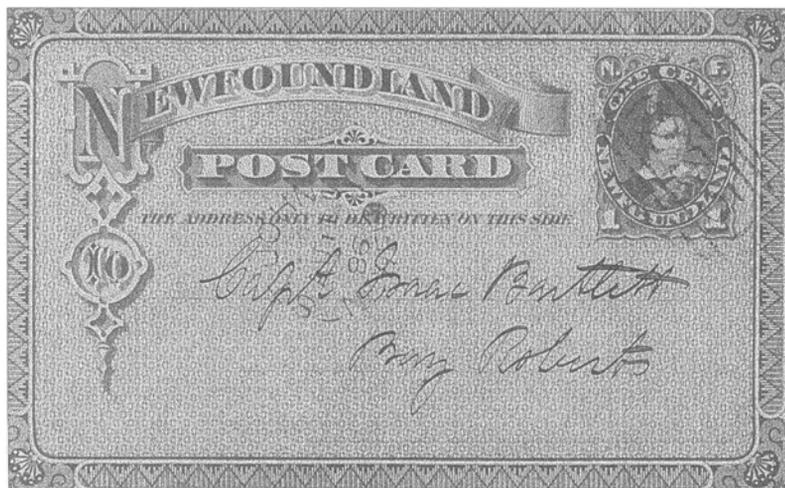
contravention of instructions not to backstamp post cards so as not to interfere with the message.

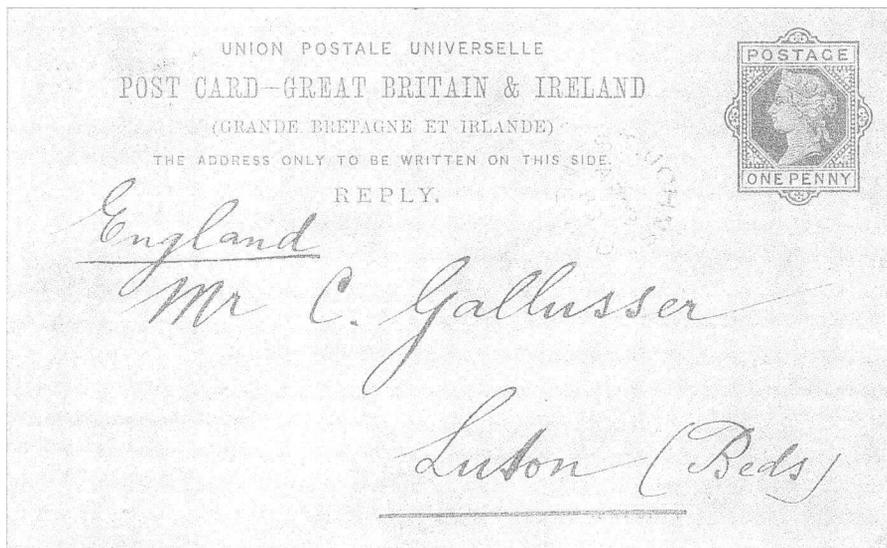
The third item is a GB reply card of 23 April, 1888 used back to England from St. John's Newf'd. I am a ready

buyer of any country's UPU reply cards used back from anywhere in Newfoundland or Labrador. I am seeking to put together an 80-sheet entry of such material for the LONDON 2000 International. Please help, I need plenty!

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Nov 21-22 ABPS Exhibition, Hove

Overseas

- Oct 8-10 BNAPEX, Orlando, USA
Oct 20-25 ILSAPEX '98, Johannesburg
Oct 23-Nov 1 ITALY '98, Milan

1999

- Mar 19-24 AUSTRALIA '99 Melbourne
Apr 27-May 4 IBRA '99, Nuremberg
July 2-11 PHILEXFRANCE '99 Paris
July 3 MIDPEX, Tile Hill, Coventry
Aug 21-30 CHINA '99 Beijing

Sep 15-17 BNAPEX, Vernon, BC, Canada

- Oct 5-10 BULGARIA '99 Sofia
Oct 7-10 CPS of GB Convention, Glasgow

2000

- May 22-28 STAMP SHOW 2000, Earl's Court, London
May 30-June 4 WIPA 2000, Vienna
Aug 11-20 INDONESIA 2000 Bandung
Oct 7-15 ESPANA 2000, Madrid
Nov 18-19 GLASGOW 2000 Scottish Exhibition and Craft Centre

Details of London Group from Colin Banfield 0181 281 0442 (home) or 0171 407 3693 (office); Wessex Group from Dr Dorothy Sanderson 01794 523 924; S&C Scotland from John Hillson 01461 205656. Contact for West of Scotland is Bill McVey 0141 637 6853 and for S.W Group, Neil Prior 01656 740520.

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Corrections

2742 Gates, W. shown as removed from membership, should have read 'Coates W'
New member 2781 should read FORSYTH, John G., 70 Blairbeth Road, etc.

Revised Total 449

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