

289



# Maple Leaves

*JOURNAL OF THE  
CANADIAN PHILATELIC SOCIETY  
OF GREAT BRITAIN*

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# MAPLE LEAVES

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INCORPORATED 1946

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## EDITORIAL

The approach of summer brings with it a pleasant need for a spate of congratulations to various members.

Our sister society in Canada, BNAPS, has bestowed a Lifetime Achievement Award upon our former Editor, Lionel Gillam FCPS. The full citation will be found on page 131 and we have no hesitation in endorsing every word.

Through our network of informants we learned that the Association of Scottish Philatelic Societies has presented past President Les Taylor with its Award of Merit; Les was far too modest to mention it!

In April the Royal Philatelic Society of Canada announced that members reaching the milestone of 50 years in membership would receive Medallions instead of certificates as hitherto, thanks to the generous sponsorship of former

President Michael Madesker. Among the recipients were four CPS members: Jim Kraemer, Bill Maresch, Dick Lamb and Dick Malott.

We failed to pick up on the results of Autumn Stampex so hasten to offer belated congratulations to Dr Dorothy Sanderson FCPS who topped the 'International' Class with a gold medal and the Harmer Trophy for her 'Early Postal History of Canada', a formidable exhibit. In the same class your Editor managed a vermeil with 'The Arch Issue'.

A retiring member (after 40 years), John Snell, has an almost complete run of 'Maple Leaves', missing only 1-4, 15 & 21, and substantial runs of 'The Canadian Philatelist' and 'BNA Topics'. He is willing to donate them to a charitable body able to give a tax

**Continued on page 105**

# HARMERS

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The series that follows is based upon the presentation made by  
the YP at the Dumfries Convention in October 2002.

## POSTAGE DUES 1906-1928

### Part A (1)

#### The Yellow Peril

Photos by Susan So

##### Introduction

Until I fell into this prize winning collection, postage dues were merely stamps that I bought and sold. I had no intention of collecting them nor did I know anything about them; I still don't but I am learning. These are the circumstances of how I got hooked on postage dues.

In the spring of 1979 I did a Saturday-Sunday show in Toronto. I had just arrived from Vancouver the night before and was still suffering from the tail end of flu. Saturday was fine as there was action but Sunday was an ordeal. Nothing could be more miserable than being tired, sick and having to sit at my table to wait for buyers on a no-buyer day!

About an hour before closing, Mrs. Elsie Drury, who was a volunteer in the show kitchen, asked me if I wanted some coffee as there was lots unsold. While enjoying a doughnut and coffee Mrs. Drury looked through my stock and picked out a couple of hundred dollars worth of stamps – Mrs. Drury was a keen student of the first issue postage due stamps. The combined effects of the unexpected free coffee and a \$200 sale gave me such a big lift that whenever something really choice came my way, I would give her first refusal. Over the years we became friends and I persuaded her to write something about postage dues as 'Maple Leaves' was running a series for new collectors. Her article 'The First Postage Due Stamps' appeared in the October 1989 issue. Seeing her name in print gave her the

idea of wanting to write a book. As she was a member, I invited Elsie to come with me to one of our conventions to share her collection. Although she was hesitant about giving a talk, she did not say "no." Instead, she said that she would need some time to prepare her presentation. Sadly, Elsie passed away on 24 May 1998.

In the summer of 1999 Julia Neilson, Elsie's daughter, asked me if I would be interested in buying her mother's postage due collection and what I would pay for it. She left the collection for me to look over then went on her holidays.

It was an extremely difficult task to come up with an offer because I had constantly to tell myself that I mustn't let Julia's good looks influence me ... She accepted my figure without question and I didn't think that I got too carried away. Even if I did, it was only money – not health!

This presentation is based on some notes found with the collection, the captions on the album pages and my discussions with Elsie over the years. Bits and pieces of information were also gleaned from writings by various authors and from my visit to the Canadian Postal Archives.

The first set of postage due stamps was issued in 1906 and was printed at the Ottawa Plant of the American Bank Note Company of New York. In 1923 the Ottawa plant was renamed the Canadian Bank Note Company. Initially there were just three values, the 1¢, 2¢

and 5¢. The 4¢ and 10¢ were added in 1928 – 22 years later.

### The Dies

Apparently there was a master die for those parts of the design that were common to all the values. The evidence for this is a small smudged area just below the white band inside the frame line and above the left scroll. This flaw will be found on all values until the dies were retouched. The central tablet with the figure of value was separately engraved for each die.

In the 1¢ there are 44 horizontal lines in the value tablet and the diagonal shading lines at the top of the tablet cover four horizontal lines. In the 2¢ there are 41 lines with the diagonal lines covering three horizontal lines. The 5¢ has 40 lines and again the diagonal lines cover three horizontal lines.

Prior to going over to dry printing in 1925 the dies were re-worked. Many of the lines were strengthened and several other small adjustments made. The most significant is the retouching of the flaw above the left scroll so that it is no longer a smudged area.

When it became necessary to prepare dies for the two additional values in 1928, it was not the original master die that was used. The 4¢ and 10¢ values have the characteristics of the retouched dies and it is probable that dies were prepared using a relief from one or more of the retouched dies.

The upper right corner of the 4¢ has been modified so that it is different from

all the other values. This seems to suggest that a relief from the retouched die of the 2¢ may have been used to prepare the 4¢ value. There is no such modification of the 10¢ value and presumably its die was made from a different relief.

### Die Proofs

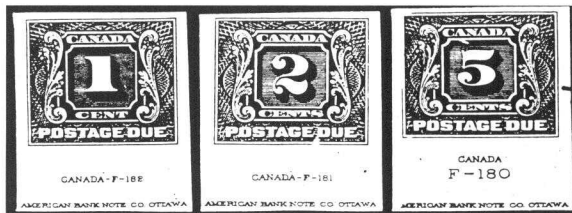
The dies for the 1906 1¢, 2¢ and 5¢ were engraved by the American Bank Note Co. in New York. They have 'F' die numbers (1¢ – F-182; 2¢, F-181; and 5¢, F-180) and a 23½mm 'American Bank Note Co. Ottawa' imprint. The dies for the 4¢ and 10¢ were engraved in Ottawa and have 'X-G' die numbers (4¢ X-G-188; 10¢ X-G-189) but no imprint.

### Imperforates

Plate proofs from plate 1 of the 1¢ and 5¢ and plate 2 of the 2¢ are illustrated. It is not known if there is an imperforate plate 1 of the 2¢ in private hands.

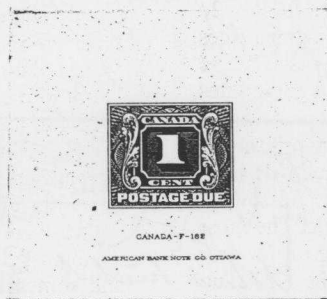
These imperforates are listed in the Specialised catalogue as imperf stamps. In reality they were all printer's record copies, kept in files to show what has been printed, usually when, by whom and sometimes the formula for the ink and types of paper used. At first they were saved perforated and with gum, but this caused problems in the files from separating and sticking in high humidity. Then a sheet was saved without perforations and without gum and this relieved the troubles previously encountered. Normally only one sheet of one colour of each value was retained.

By definition, therefore, there are three categories of imperfs:



*Left:*  
Trial colour die proofs of the 1¢, 2¢ and 5¢ values in green were shown.

*Opposite:*  
Die proof of 1¢ value on card 21 x 14cm, die sunk area 55 x 50mm.



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The sale of the John Bunt Collection of Canada was a great success, with many lots selling at well over estimate, including the two items below which sold for £800 (est.£140) and £850 (est.£120) respectively.

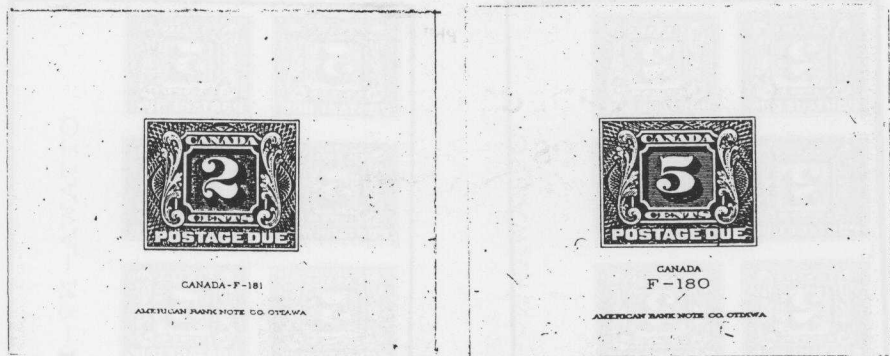


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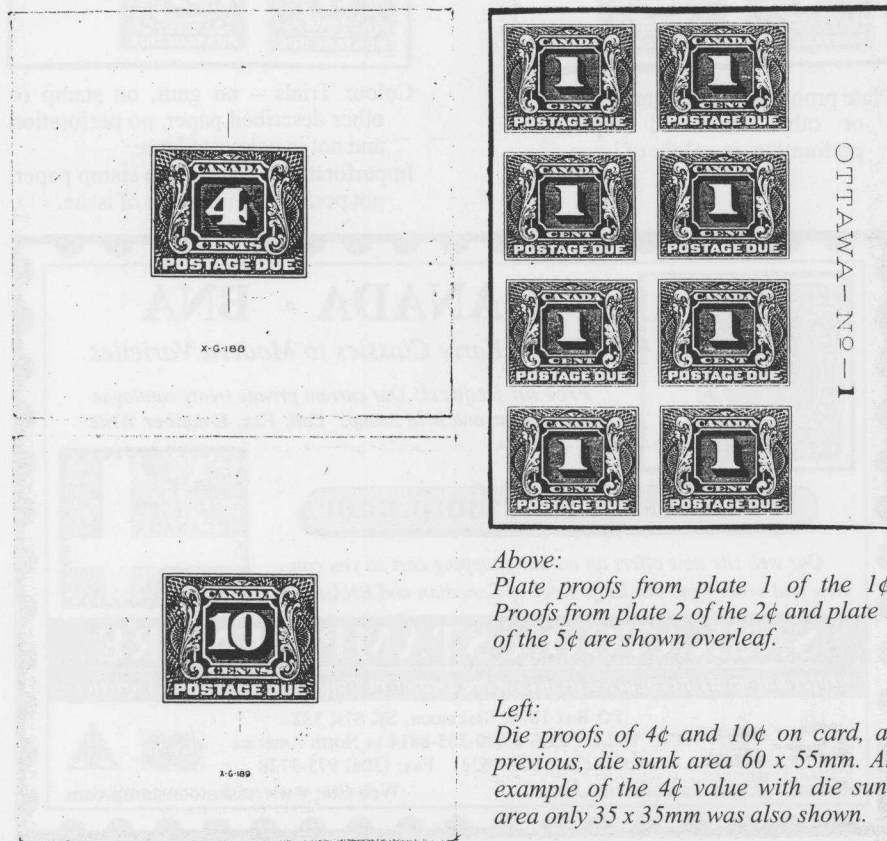
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*Die proofs of 2¢ and 5¢ values on card, as 1¢; die sunk area 60 x 50mm.*



*Above:  
Plate proofs from plate 1 of the 1¢.  
Proofs from plate 2 of the 2¢ and plate 1  
of the 5¢ are shown overleaf.*

*Left:  
Die proofs of 4¢ and 10¢ on card, as  
previous, die sunk area 60 x 55mm. An  
example of the 4¢ value with die sunk  
area only 35 x 35mm was also shown.*



Plate proofs – have no gum, on stamp or other described paper, no perforation, in colour of issue.



Colour Trials – no gum, on stamp or other described paper, no perforation and not in colour of issue.

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# THE MAIL SERVICE DURING THE KLONDIKE GOLD RUSH (2)

Neil Prior

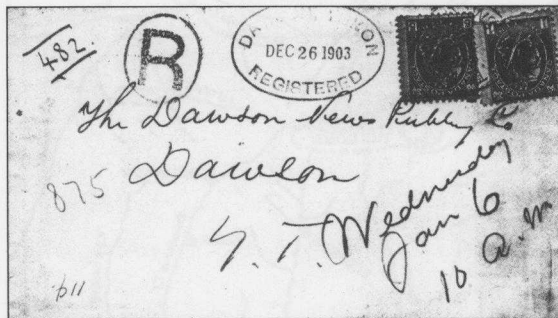


Figure 7. Locally used registered 'drop letter', posted in Dawson on 26 December 1903. 1¢ was postage, plus 5¢ registration fee.

The Dawson Post Office opened in October 1897 (Figs. 7 and 8), although there was no datestamp or equipment available until 26 February 1898 – the result of delayed mails – which was the normal state of affairs in the early years. A few covers have survived prior to 26 February, having a manuscript 'Dawson' and a date. From a deserted riverbank in 1896, the population of Dawson reached 20,000 by 1898, 40,000 by 1899, and was down to 9,000 by 1901 after the initial rush was over.

An American Post Office, the first in the Yukon or interior of Alaska had operated at Forty Mile between 1890 and 1895 under the name of Mitchell.

The first Canadian Post Office in the Yukon was opened on 1 October 1894 at Fort Cudahy, a mile downstream from Forty Mile, and in 1903 changed its name to Forty Mile.

Bonanza, the first of the creek post offices, opened in October 1899. Some of these creek post offices were only open for a short period, with little or no mail surviving. For example, Ruby Creek opened on 1 October 1904 and closed on 1 March 1905. A map showing the goldfields Post Offices is illustrated (Fig 9) and examples of mail from Bonanza (Fig 10), Dominion (Fig 11), Hunker (Fig 12), and Last Chance (Fig 13) are also shown.

Figure 8. Postcard to Tientsin, China, posted in Dawson on 20 July 1909 and received in Shanghai (British Post Office) on 23 August. The bilingual TIENSIN stamp appears to be dated 31 August and the PEHTAIHO postmark is dated 16th day of the 7th month of the Emperor's reign.



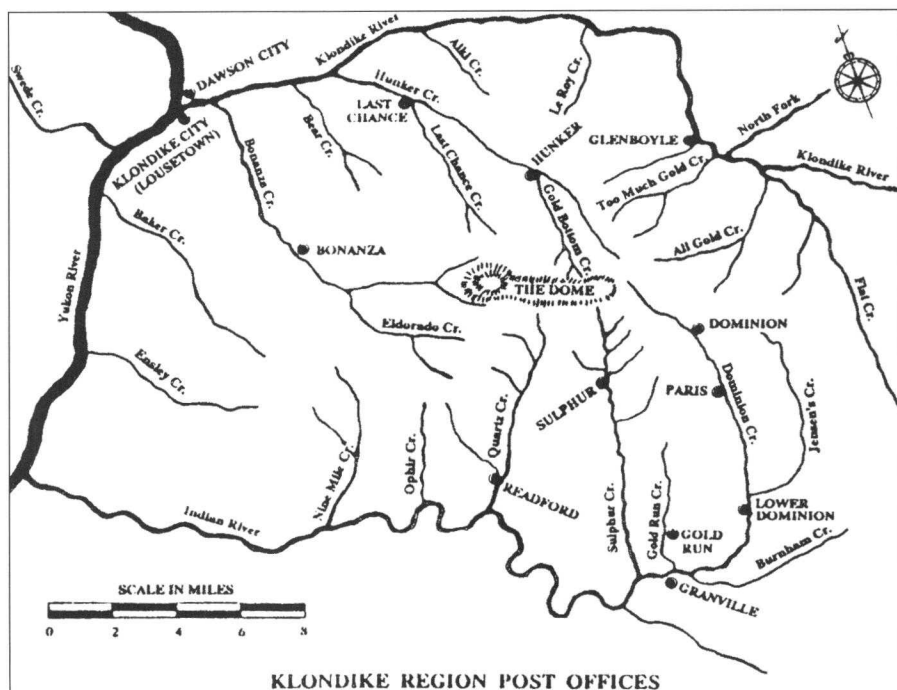


Figure 9. Map showing main goldfield post offices



Figure 10. 1902 Seattle local letter, redirected to Dawson and Bonanza and subsequently redirected back to Seattle. The 2c Canadian stamp paid the redirected charge to Seattle.

The main Canadian postal rates in effect in 1897/1898 were: 1¢, for domestic postcards, postcards to the USA, drop letters where there was no delivery service, and transient newspapers per four ounces; 2¢, for

postcards to UPU countries, British and Foreign, other than USA, and drop letters up to one ounce in cities with a delivery service; 3¢, for letters up to one ounce throughout Canada, Newfoundland and the USA; and 5¢, for

letters up to a half ounce to all UPU countries, British and Foreign, except Newfoundland and the USA. The registration fee was an additional 5¢.

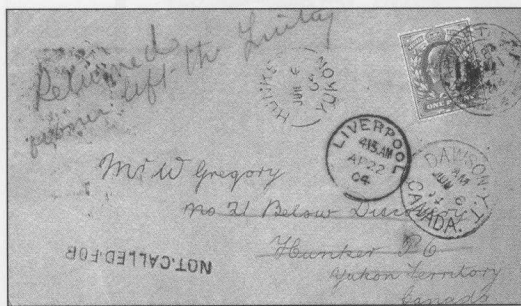
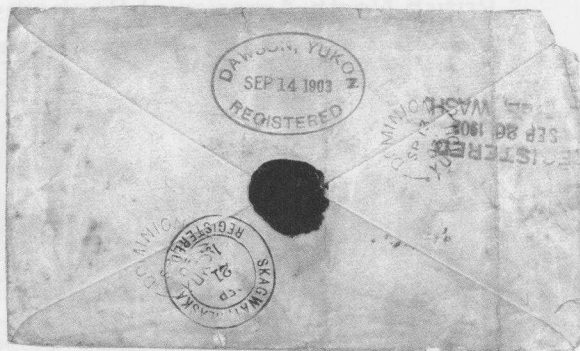
On 25 December 1898, the single letter rate (up to a half ounce) between many countries of the British Empire, including Canada, was reduced from 5¢ to 2¢. On 1 January 1899, the Canadian

single letter domestic rate, and the rate to the USA (both up to one ounce) were reduced from 3¢ to 2¢.

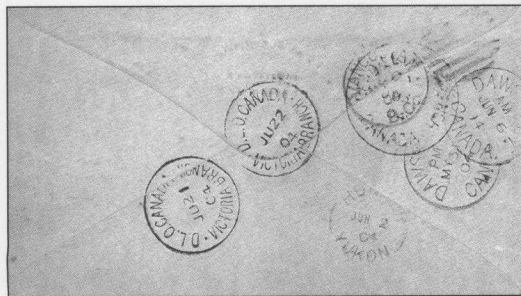
San Francisco and Seattle in the United States, and Vancouver and Victoria in Canada vied with each other and other smaller towns to persuade would-be prospectors to buy their Klondike outfits there. The Americans

*Figure 11.  
Reverse of a 1903  
registered envelope to  
Seattle, with the split-arc  
cnds of DOMINION,  
together with registered  
datestamps of DAWSON,  
SKAGWAY and SEATTLE.*

*The four 2¢ stamps on  
the front were cancelled  
by a large 'R' in oval  
of Dawson.*

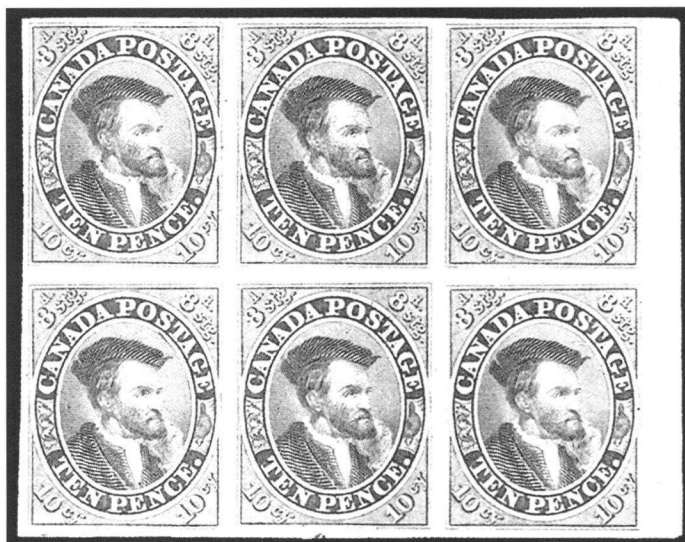


*Figure 12. Both sides of an  
envelope, complete with letter,  
from Carmarthen to Hunker  
dated 21 April 1904, and received  
in Hunker on 2 June. The letter  
was NOT CALLED FOR and  
passed to Victoria and CANADA  
Dead Letter Offices. There are  
12 postal markings and a  
manuscript 'Returned,  
owner left the Territory'.*



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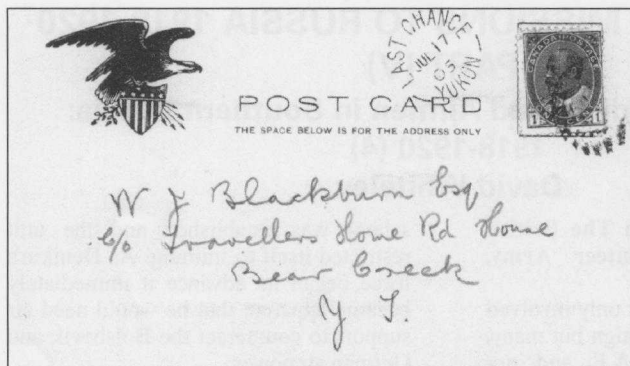


Figure 13. Postcard with a LAST CHANCE split arc cds dated 17 July 1905, addressed to Travellers Home Road House, on Bear Creek.

cried that every miner had to cross part of the Alaska Panhandle and would have to pay duty on Canadian goods, and the Canadians shouted just as loudly that as

the Klondike was on Canadian soil, duty would have to be paid on American outfits (Figure 14).

(to be continued)

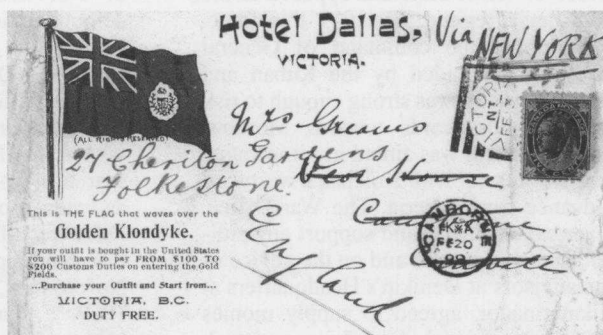
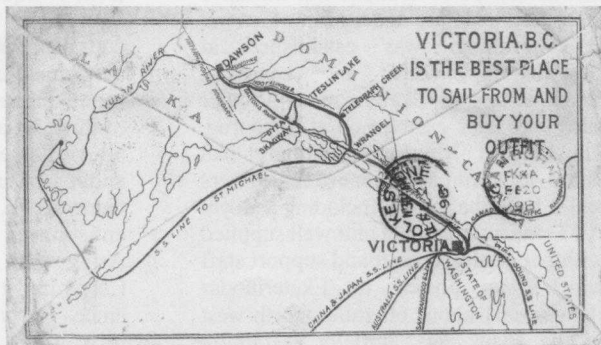


Figure 14. Front and reverse of advertising envelope posted from Victoria B.C. on 3 February 1898, recommending Victoria as 'The best place to sail from and buy your outfit'.



# THE BRITISH MISSIONS TO RUSSIA 1918-1920

## (PART IV)

### Canadian Soldiers and Airmen in Southern Russia: 1918-1920 (4)

David Whiteley

#### Canadians Serving with The British Mission to the 'Volunteer Army, 1918-1920'

Canadian airmen were not only involved in the North Russia campaign but many, as members of the R.A.F. and not connected in any way with the Canadian forces, found themselves dispatched as part of the British Mission to aid the 'Volunteer Army' in the plains north of the Black Sea. In 1918 Generals Alekseyev and Kornilov had rallied a force of White Russians opposed to the Bolshevik regime. By 1919 this force, now under the command of General Denikin and aided by the Kuban and Don Cossacks, was strong enough to risk a drive northwards towards Moscow. This offensive was aimed in some vague way to link up with Kolchak's westward advance from Siberia. The War Office, ever eager to help and support any anti-Bolshevik initiative and on the advice of its advisors at Denikin's Headquarters at Ekaterinador, agreed to supply monies and material, including flying and tank instructors. To co-ordinate this initiative an operational base under Major-General H.C. Holman was established at Novorossisk with an advanced Headquarters at Ekaterinador. Another base was later established at Taganrog. The British Mission eventually had under its command some 356 officers and 1,100 other ranks, including a Royal Air Force instructional unit well supplied with two-seater aircraft and support staff which was posted to Ekaterinodar (Krasnodar) about 60 miles north-west of the Black Sea. Initially a training

school was established and the unit restricted itself to training. As Denikin's force began its advance it immediately became apparent that he would need air support to counteract the Bolshevik and German air power.

No. 47 Squadron R.A.F. was deployed to Denikin's operational command. By May 1919 the Squadron had established its base at Novorossisk on the Black Sea and commenced flying operational sorties. As most of the men of No. 47 Squadron were due for demobilization, a new Commanding Officer was appointed, Major Raymond Collishaw, D.S.O., D.S.C., D.F.C., Croix de Guerre, of Nanaimo, B.C.<sup>127</sup> To raise the necessary replacements Collishaw visited R.A.F. stations across England in search of volunteers. Over 200 officers and men, mostly veterans of the Western Front were dispatched by special train to Constantinople and then by sea to Novorossisk, arriving on 18 June, 1919.<sup>128</sup> Further units from R.A.F. Middle East Command and volunteers from 47 Squadron, 17 Squadron and 221 Squadron<sup>129</sup> augmented Collishaw's command. With such an abundance of personnel and equipment Collishaw found himself effectively in command of three squadrons. Overall command of all Air Force personnel was exercised by another Canadian, Acting Brigadier-General A.C. Maund who, after enlisting as a private in the Canadian Army, had transferred to the Flying Corps in 1916 and had been in Russia since early 1917 on air training missions.



Between June and October the squadrons saw extensive action in a highly mobile campaign that called for new tactics for the airmen if they hoped to keep up with the fluid front. To maintain contact, four special trains of 50 cars each were equipped with workshops, mess-cars, and flatcars for the DH9 aeroplanes. Each train was self supporting and could support its flight from sidings. By October the War Office was having a change of heart and instructed Maund to disband 47 Squadron as an operational unit and restrict its activities to a training mission. After protests by Maund, the Air Ministry ordered the Squadron to be disbanded as of 1 October, 1919 but allowed Maund a 'free hand in the deployment of the personnel' all of whom were 'officially volunteering for service in Denikin's Army.' The political manoeuvring meant little to the officers and men of 47 Squadron except that the Squadron lost its designation, becoming 'A' Squadron. By January 1920 Denikin's advance had lost its momentum, was riddled with dissension and desertions and facing superior Bolshevik forces. Denikin's front began to crumble and retreat from its most northerly point of penetration, Orel, less than 250 miles from Moscow. For the airmen the retreat to Ekaterinodar was a nightmare; not only had Collishaw to get his planes and personnel to safety over chaotic railway lines, which were subject to sabotage, but also he had to attempt to give what support he could to the retreating army. Once at Ekaterinodar Collishaw re-organised his flights and continued to give support to Denikin through March 1920 when once again he had to withdraw his forces to Novorossisk.<sup>130</sup> On 30 March, Collishaw flew one last

sortie then turned his planes and supplies over to the White Russians before embarking with the remainder of his force for Constantinople and England. On 2 April, 1920 Denikin was officially informed that all British co-operation would be terminated. The White Russian forces were finally overwhelmed by 20 November, 1920.

## References

127. Major Collishaw was one of the few Canadian airmen to have been offered a permanent commission in the Royal Air Force at the end of the war.

128. Among the volunteers were the following Canadians; W.F. Anderson, J.L. Brandon, H.S. Broughall, all of Toronto; Harold 'Gus' Edwards, New Aberdeen N.S.; F.E. Proctor, Thornbury, Ont.; Robert Pyper, Steller, Alta.; N.G. Reynolds, Pembroke, Ont; H.W. Minish, Gilbert Plains, Man.; & E.G. Jones, address unknown. This is only a partial list of pilots as it is believed that there were about 20 pilots and observers attached to Collishaw's command. S.F. Wise, *Canadian Airmen and the First World War*, (Toronto: University of Toronto Press, 1981, p626).

129. These units formed air support to the Army of Occupation of some 20,000 troops, supported by naval units on both the Black and Caspian Seas, based on Batum and Tiflis, whose mandate was to hold the Baku-Batum Railway between the Caspian and Black seas and to protect the independent states of Armenia, Georgia, Kurdistan and Turkey from Bolshevik penetration. The activities of this force are beyond the scope of this series.

130. On 2 March, 1920, 93 officers and 291 ORs of the R.A.F. were still with Denikin's forces, together with 301 officers and 1,238 ORs. from the Army and Navy.

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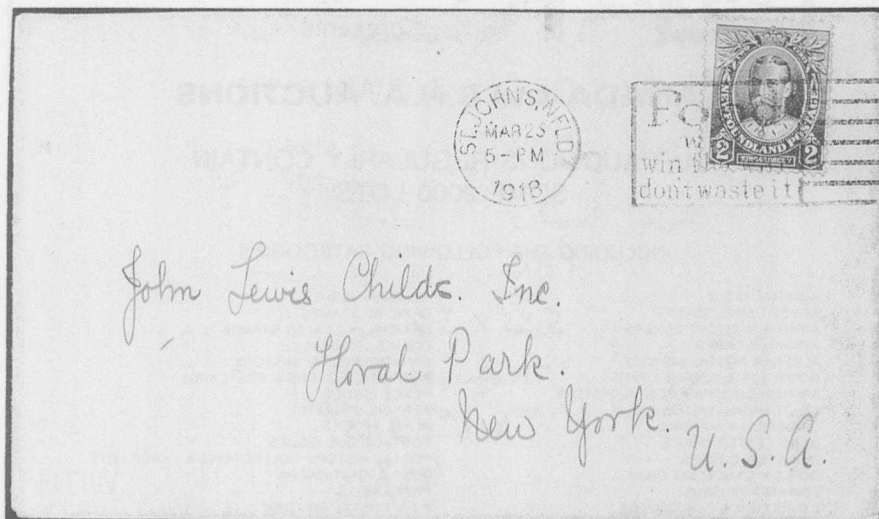
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## NEWFOUNDLAND VIGNETTES (1)

### 'JOHN LEWIS CHILDS, INC.'

Dean Mario



Some members will have covers addressed from Newfoundland to John Lewis Childs, Inc., Floral Park, New York, such as this 1918 example, and may have wondered what sort of firm it was.

This illustrated colour postcard, evidently from a large series, shows the company's impressive 'great fireproof seed house'. Other cards show the firm's 'large bulb house', 'office head-

quarters', the 'family home' etc. Presumably it was Floral Park's answer to Toronto's Rennie Seeds and other similar gardening enterprises.

*This is the first in a series of short articles, in no particular order, on a wide variety of Newfoundland-related subjects. It is hoped that members will enjoy them and perhaps a few more will be inspired to study this fascinating area of BNA philately and postal history.*

**Editorial...** continued from page 89

receipt, if any of our North American members can put forward a suitable organisation. John lives in Toronto and can be reached during business hours on 905 694 7087 or, at home, on 416 925 2532. This is a very kind gesture and we hope the journals can be placed where they will be of great benefit.

We were saddened to hear that Lt. Col. 'Bill' Bailey had passed away in May. Bill was known to many Society members in North America and was probably even more widely known for his knowledge of military postal history, demonstrated by his splendid series of books 'The Canadian Military Posts' that he wrote in conjunction with the late Ritch Toop.



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## PRINCE EDWARD ISLAND PHILATELY (11)

Martyn Cusworth

Whilst in London last year I paid a visit to the new British Library near St. Pancras Station, where I knew there were philatelic collections on display. When I started browsing through the Tapling collection, I discovered that the Prince Edward Island section contained a unique cover which I don't recall seeing in the philatelic press. I obtained photos of this unusual item, front and back, and have illustrated it below.

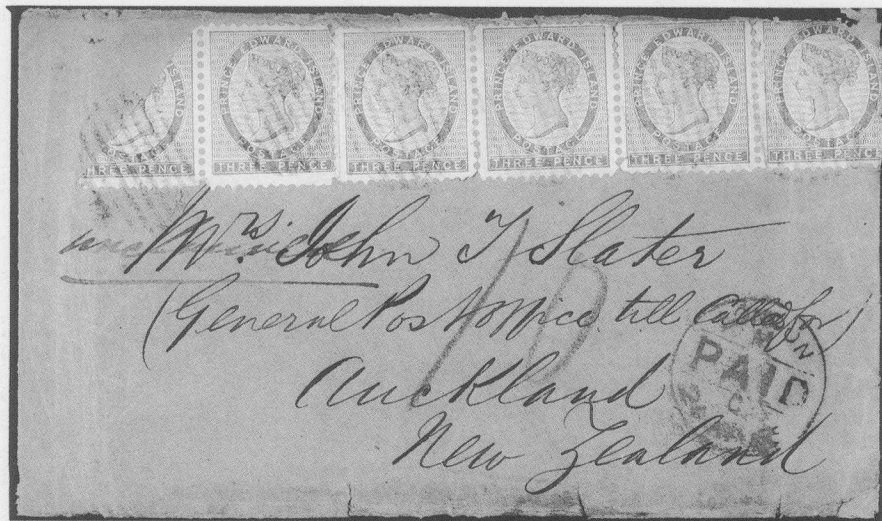
The letter is from Charlottetown to the post office in Auckland, New Zealand and the postmaster there is instructed to hold the letter until called for. It was cancelled in Charlottetown 7 April 1866 and was received in Auckland 23 July 1866 (it was later datestamped by the dead letter office 4 Dec 1866). There is a London transit mark dated 24 April and the letter would have made the transatlantic voyage on

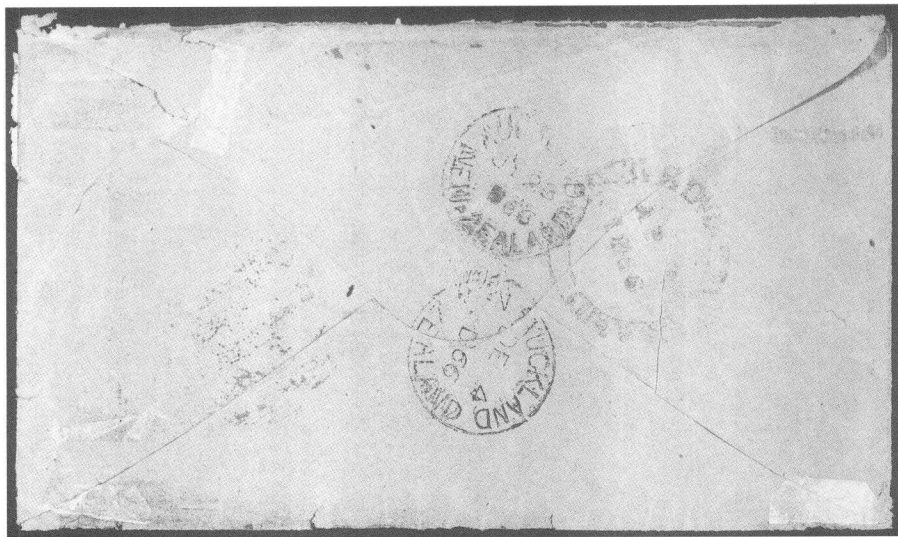
board Cunard's 'China' which left Halifax 12 April 1866 and arrived at Liverpool on 21 April.

The letter is franked by five 3d stamps plus a further bisected 3d to give a rate of 1 1/4d colonial currency (i.e. 11d sterling, which was the rate from the island to the Pacific area at the time). The adhesives are tied by eight-bar grid cancels.

So far as I am aware no other mail to New Zealand, during the Island's stamp issuing period, has been found although I did manage to find an 1870 cover from Bombay, franked six annas, to Capt. McInnis in Rollo Bay PEI, which has a blue crayon mark reading 1 1/4d. This is shown overleaf.

After consulting an India specialist I have learned that six annas only prepaid the ocean mail from India as far as Britain in 1870. From there to North





America the cover was unpaid. The front of the letter reveals that the British Post Office claimed 10d (black manuscript) and the total charge was 1/4½d in island currency (blue crayon). This equates to 11d sterling.

Capt. McInnis seems to have travelled widely in his seafaring capacity since, occasionally, covers are found to or from him in curious places.

**Continued on page 114**





## CANADA C-9 VARIETIES (11)

### 1946 AIRMAIL STAMP

Bill Pekonen

#### Varieties found on Plate 2

This article is a follow-up to the varieties found on plate 1. Please add the following corrections and variety positions to the previous article:

- v-42 NEW Small cluster of dots in upper margin above 'E' of POSTES. Small dot in right margin 4.5mm below UR and 1.5mm right.
- v-72 Add the following description: Two horizontal dots in LL 1mm up from corner & 1mm to left. May be partially obscured by regular perforations.
- v-126 Correction: should state: second feather of the right wing.
- v-151 NEW Dot in top margin above 'A' of POSTAGE. Blue smudge in right margin opposite the mid point between the 4th & 5th ribbon loops.
- v-155 Correction: should state: Small dot 1mm above & to left of UL corner.
- v-167 add: below right '7'.
- v-172 NEW Faint blue dot in right margin opposite the 6th ribbon loop.
- v-198 add: Four faint horizontal dots to left of the other dot. Another dot closer to LL corner.

There are other markings found on some of the sheets from both plates which have not been included in these listings. Most of the markings included as inconstant varieties have been found on at least two sheets. Other markings, such as obvious cracked plates, may appear on only one sheet. These cracked plates have been included on the assumption that if they

show up in one instance, other stamps with the same markings must also exist even if to a lesser or greater degree.

Some stamps have questionable markings and were not considered to be inconstant varieties for the following reasons. First, some markings were left off the list simply as an editorial decision. This writer accepts any blame for those decisions. Secondly, there was some disagreement between members of the study group as to what each person saw. It depended upon the type of magnifying glass used, the amount of light available, the time of day when the stamps were examined and how various marks were interpreted. Were they reasonably constant, or were they simply random marks caused by ink flow or some foreign object on the plate? The differences in opinion are incapable of being resolved to everyone's satisfaction. Most, if not all of the marks listed as shown on plates 1 and 2 were agreed to by three or more members of the group. However, the differences in opinion by this group or by others should not matter to individual collectors who, at their own discretion, can make whatever decisions they want to suit themselves.

It is obvious that each plate occurs in at least two states – one with re-entries and one without. No attempt has been made to separate the two states in our charts. Although Hans Reiche believed that the sheets with the re-entries were printed first, there is no evidence available to the group which confirms the order of printing. Reiche believed that the sheets with the re-entries were produced first, in rather limited quantities, before being replaced with corrected plates. This conclusion is

# C9 Plate 2

Sheets of 200 cut into four panes – 50 stamps each  
Positions of 'Re-entries' or 'Shifted Transfers' preceded by 'R'  
with corresponding position reference numbers

Inconstant Varieties preceded by 'V'

Note: at least two different states exist for each position

UL						UR					
	v-201	v-202					v-252			R-255	
	v-206	v-207									
		v-212	v-213	v-214	v-215		v-262		R-264	v-265	
		v-217			v-220				R-269		
			v-223		v-225		v-272		R-274		
					R-230			v-278	R-279		
									R-284		
	v-236								v-289		
				v-244	v-245						
										v-300	
	v-301	v-302		v-304	R-305						
					R-310		v-357				
	v-311				R-315				v-364	v-365	
		v-317			R-320		v-366			v-370	
	v-321	v-322	v-323	v-324	R-325						
	v-326	v-327									
			v-333								
		v-337	v-338								
										v-395	
								v-398	v-399	R-400	
LL						LR					

Note: Some marks may be obscured or removed by perforations.

based on his inspection at the National Archives; it is supported by the fact that used copies of the various re-entries are significantly lower in quantity than one would otherwise expect to find.

At best these listings should be regarded as a guide only, not as an absolute conclusion in respect to authoritative decisions. The fact that other complete sheets may show up in the future with different markings cannot be ignored.

As can be seen by observing the chart, there are many stamps which show little if any differences from their neighbours. Complete plate reconstruction from individual stamps may be difficult to complete with any assurance of 100% accuracy. But one can have fun by examining single copies, and trying to identify their position. Good luck!

#### Cross Reference

Plate 2, UL	30
Plate 2, UR	14, 19, 24, 29, 34
Plate 2, LL	5, 10, 15, 20, 25
Plate 2, LR	50

#### DESCRIPTIONS OF INCONSTANT VARIETIES – PLATE 2

**Note:** since both plates appear to exist in two or more states it is as yet unclear if these marks will appear in every position. This list has been prepared to identify the position of stamps with similar markings.

##### Upper Left Pane

- v-201 A faint vertical line extends down below the left '7' (from the 16th vertical frame line counting from the left). Also occurs on plate block examples.
- v-202 Cracked Plate. A faint diagonal line below 'C' of CENTS downwards at an angle to the

right to above the 'N' of CANADA on stamp 207.

- v-206 Faint dots in upper margin above 'e' in 'postes'.
- v-207 Cracked Plate. See 202 above. Another crack line runs diagonally down into stamp 212 starting below 'E' of CENTS on a right to left angle.
- v-212 Cracked plate starting at 'N' of CANADA. See 207 above.
- v-213 Small dot in upper margin above 'DA'. Very faint dot 1mm left of the LL corner.
- v-214 Dot in margin above 'AD' (71st vertical line). Two small dots in margin above 'P' of POSTES.
- v-215 Faint random line curves down to left from left value tablet down through perforations into stamp 220.
- v-217 Two dots in right value tablet to left of the top of the '7'.
- v-220 Dot in top margin above DA (73rd vertical line). A faint curved line in the left margin curves down from stamp 215 intersecting the left frame line about 9mm from the bottom. It continues down to the right down through the left value tablet and down to the top margin of stamp 225.
- v-223 Dot in margin above 'C' of CANADA. Three faint horizontal dots in left margin about half way from top, nearly touching the left margin. Small dot in bottom margin to right of 'S' of CENTS below the 60th vertical line counting from the LR corner.
- v-225 The curved line from stamp 220 stops at the top margin line just above 'C' of CANADA.

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- v-236 Small dot in right margin about half way up from the bottom.
- v-244 Faint horizontal hairline above and to the left of the UL corner. May show as two lines.
- v-245 Faint dot in middle of upper margin above 'NA'.

#### Upper Right Pane

- v-251- There are small guide dots in the selvage above each of the stamps approximately in the centre of the selvage above each stamp. Can be seen only if selvage is attached to stamp v-252. Suspected minor re-entry. Vertical lines in top frame line are thicker at UR and LR than at UL and LL. The outer left frame line shows as much thicker.

#### **R-255 Re-entry**

- v-262 Small dot above 'D' in top margin 0.75mm up and 22mm from left frame line.

#### **R-264 Re-entry**

- v-265 Small dot in margin above 'C' of CANADA. Right margin: 5mm hairline starting 9mm up from LR corner running down on an angle.



*Plate 2 UR –  
stamp no. 265*

#### **R-269 Re-entry**

- v-272 Strong dot opposite right value tablet about 1mm up from bottom. Minute speck 1.5mm above and 1mm left of UR corner.

#### **R-274 Re-entry**

- v-278 Dot 3.5mm right and 0.25mm above UL corner. Dot 1mm right and 1.5mm below LL corner. Dot 10mm right and 0.75mm below LL corner.

#### **R-279 Re-entry**

#### **R-284 Re-entry**

- v-289 Small dots touching bottom frame line between 'EN' of CENTS; below 'T' and below right wing.
- v-300 Speck 12mm right and 0.25mm below LL corner. Dot in selvage 12mm above and 10mm right of LR corner. Dot in corner of selvage 2.5mm right and 2.5mm below LR corner.

NOTE: 280, 289, 290, 294, 295 and 300 are all suspected 're-entries'. See thick frame lines. Compare the short vertical lines on the left side of the stamp with the same line on the right side of the stamp. You will note that some of these lines are much thicker than normal – similar to those found with clear two lines.

#### Lower Left Pane

- v-301 Small dot 2mm below right value tablet & 4.5mm left of LR corner.
- v-302 Small dot 0.5mm above top frame line & 7.5mm right of UL corner.
- v-304 Small dot in right margin 1mm from right frame line and 2.5mm down from top frame line.

#### **R-305 Re-entry**

#### **R-310 Re-entry**

v-311 Dot 3.4mm left and 4mm below UL corner.

**R-315 Re-entry**

v-317 Dot 4mm right and 1mm below LL corner. Dot 2mm right and 9mm above LR corner.

**R-320 Re-entry**

v-321 Faint diagonal hairline through '7' in right value tablet – similar to 322.

v-322 Faint diagonal hairline from top frame line through '7' in right value tablet. Faint hairline in right margin coming up from stamp 327. Dot 1mm right and 0.25mm below LR corner. Dot 2mm right and 0.25mm below LR corner.

v-323 Faint diagonal line about 1/3 way up coming from stamp 322 connecting with 327. Dot 1.5mm left of LL corner of stamp.

v-324 Small dot touching LL corner of stamp.

**R-325 Re-entry**

v-326 Four small horizontal dots in LR opposite 3rd short line in right frame. Blue speck 0.5mm left and 8mm above LL corner.

v-327 Hairline in UR corner running up from upper frame line up into stamp 322.

v-333 Small blue dot in right margin near top.

v-337 Dot 1mm left and 12.5mm above LL corner. Tiny speck 0.75mm right and 10.5mm above LR corner. Tiny speck 1.5mm right and 11mm above LR corner.

v-338 Dot 9mm left and 0.25mm above UR corner.

Lower Right Pane

v-357 Speck 6.5mm above and 1mm left of LL corner.

v-364 Dot 10mm left and 1mm above UR corner.

v-365 Small dash to right of left '7'. (See 370 for a similar mark.)

v-366 Dot just right of leg of left '7'.

v-370 Strong blue dot in right margin opposite the bottom of the 5th ribbon loop. Tiny line just right of left '7', just under the top bar. This line is closer to the stem of the '7' than is the same type of line showing in #365.

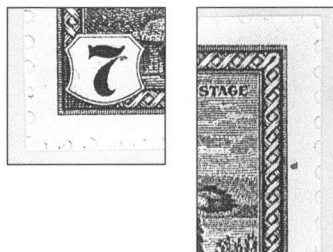
v-395 Speck in selvage 5mm above and 7.5mm right of LR corner.

v-396 Minute speck 8mm left and 1mm below LR corner.

v-398 Speck 8mm right and 3mm below LL corner. Tiny speck 8mm right and 12.5mm below LL corner.

v-399 Small dot to right of '7' in right value tablet.

**R-400 Re-entry**



*Plate 2 LR – stamp no. 370*

**PEI...**

continued from page 108

The Carr collection contained a 9 June 1872 cover addressed to McInnis in Buenos Aires!

The moral behind this article is that it always pays to check out the collections in your national archives, some real gems may lie hidden there. David Beech, the curator of the British Library philatelic section, is always willing to help locate material in the various collections and to help photograph it (photocopies are frowned upon!).



## NO CIGAR FOR WINSTON CHURCHILL (YOUSUF KARSH 1908-2002)

Rod Baker

Like many Canadians before him and since, Yousuf Karsh arrived in Canada at Halifax, Nova Scotia, to escape persecution and racial prejudice in his native land. He arrived in 1924, aged 16, from Armenia and his uncle, George Nakash who had sponsored him, directed him towards photography, which was to be his life's work until 1992.\*

Karsh subsequently set up in business in central Ottawa and over the following years became established as a magazine and society photographer, close to the centre of Canadian influence and power.



In 1941 the British Prime Minister visited Ottawa and, thanks to the influence of Prime Minister Mackenzie King, Karsh was invited to photograph Churchill. Unhappy with a typical pose, cigar in mouth, he walked up to him and removed it before taking the famous picture shown on SG 565.\*\*

In 1953 a Karsh portrait was used on the first QEII definitive issue of the reign. Withdrawn after only two years due to its negative impact, his work was used again on a stamp with a Royal theme, SG 500 commemorating the visit of the Queen and the Duke of Edinburgh. Over the following years,



Karsh of Ottawa, as he became known, was responsible for the portraits on stamps featuring Governor General Vanier, Vanier & Soave, the QEII definitive issue 37¢ of 1987 and two of the Millennium collection of 2000, depicting Albert Einstein and Ernest Hemingway.

In 1992 he sold his photographic collection at auction but continued to work in a lesser way until the year of his death, 2002.



\*Nakash, himself a photographer, arranged for Karsh to be apprenticed to John Garo, an eminent portrait photographer in Boston, following a period of schooling at Sherbrooke, Quebec.

\*\*Churchill apparently commented, "You can even make a roaring lion stand still to be photographed". The portrait became known as the 'Roaring Lion' portrait.

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## ONE THING LEADS TO ANOTHER (PART 4)

L.F. Gillam, F.C.P.S.

It was while I was writing and thinking of William Rennie that I was reminded of a story (probably apocryphal) of Andrew Carnegie (another Scot!). Apparently he was once approached by a young and ambitious businessman who asked him for the secret of his success as America's fabulously wealthy steel magnate. "Find out what people want and sell it to 'em" came the succinct and unarguable reply. Carnegie is best remembered today as one of the world's greatest philanthropists. Not the least of his benefactions were extended to Scotland, most particularly, to Dunfermline where he was born in 1835. What is less well known is that he started out in life as a humble telegraph boy on the famous Pennsylvania Railroad, rising to be one of its Superintendents. It was not until the Civil War, which created a great demand for munitions and stimulated railway construction, that Carnegie's thoughts turned to iron, that one requisite without which neither armaments could be made nor troops and supplies carried into battle. Just how he opened his first ironworks in Pittsburgh and then, taking advantage of the Bessemer and later open hearth steel-making process, he became the King of American Steel, has no place here. Let it suffice that Carnegie practised what he preached to that possibly mythical young American: he found out what American railroad men and industrialists wanted and sold it to them.

That was steel of course. In the early fifteenth century primitive cast iron barrels of cannons often burst, killing or maiming their unfortunate artillerymen and those around them rather than the enemy. As late as Nelson's time that still

happened occasionally at sea. The early history of railroads in America and Canada is littered with stories of horrendous accidents that were due to broken iron rails, burst iron boilers or, in the case of the Desjardins Canal disaster on the Great Western Railway in 1857, a broken axle on the pilot (bogie) of the engine.

At that time it was Canada's worst railway disaster with 60 passengers and crew either drowned in the canal, burnt to death or fatally injured. In 1871 about 6,000 instances of broken iron rail were reported by section men on the Grand Trunk Railway of Canada, then the longest in the world. Most, fortunately, were reported in time to prevent serious accidents. In all it cost the line £600,000 to re-lay the whole system with steel rails, fishplates, nuts and bolts. Most of the 6,000 tons needed were imported from England. The Toronto Rolling Mill on Forge Street, owned by Alexander Tilloch Galt (another Scot) may have supplied a little of the tonnage required, but there is no evidence of this.

Now it may appear quite incongruous to bracket the name of a steel magnate together with that of a seed merchant. But they were not really dissimilar: both men saw an opportunity to fulfil a present need and both had the foresight to anticipate a future that in their different ways can, without exaggeration, be described as golden. It was the rapid industrialisation of America and the proliferation of its railways that provided Carnegie with his opportunity to meet the needs that they presented; Rennie also seized his chance.

In the welter of speculation that informs this article, it is a relief to be able to make a confident assertion:

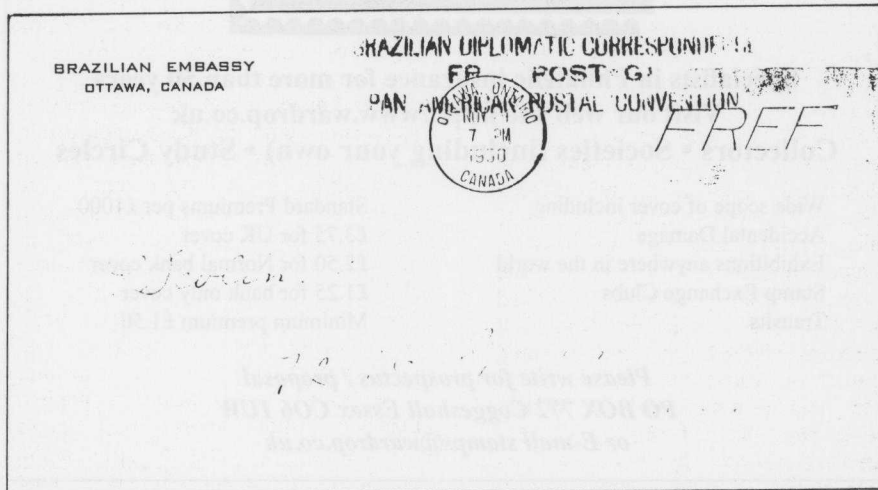
Rennie moved to Swansea because his customer base demanded additional land; his experimental farm and ornamental gardens at Markham were insufficient to meet his clients' needs. Demand was outstripping supply. One explanation for this (and it was probably the main one) can be found in that tiny square on and above the 49th parallel in the very heart of the North American continent. To my eye it is sage green in colour; but I hesitate to be dogmatic about this. Where colour distinctions are concerned I am, (shall we say) green? It makes its first appearance on USC 891 which depicts Canada as it was in 1873. It represents, of course, 'the Postage Stamp Province', otherwise called Manitoba. No one knows who first christened Manitoba in such a graphic manner; his name has gone down in history and has never come up again. No one knows, for that matter, to what stamp he was referring. Was it a large queen or a small queen? Both were still in use in 1870 when the Manitoba Act brought the first of the prairie provinces into being. The Act effectively removed the name of the former Red River Colony from the map; but it did not end its troubles. Indeed it seemed, in the years that followed, that the bleak and tragic history of the colony would never end, or if it did end it would be a bitter and blood-stained conclusion. And so it did at a little settlement near the banks of the South Saskatchewan River when, on 15 May, 1885, Louis Riel surrendered to the North West Mounted Police. It was called the Battle of Batoche, the last to be fought on Canadian soil. Six months later, in the yard of the police barracks in Regina, Riel was hanged. In the eyes of many Canadians Riel, as the leader of the Métis (half breeds as they were contemptuously called), was the cause

of all the trouble. In the eyes of the French Canadians in Quebec he was the first martyr since the days of the Jesuits. In effect it set back the cause of Franco-British reconciliation unnumbered years and undid all the work for peaceful co-existence among the provinces that Macdonald had striven for since the first days of Confederation. Ironically, Macdonald considered Riel to be a good man and historians are divided about his responsibility for the whole tragic affair. Few doubt that Macdonald showed considerable misjudgement in appointing the ignorant and arrogant William McDougall (another Scot!) as his trouble-shooter in a far away place about which both men knew little. Dr Alan Salmon, in his wonderful book 'Pioneers of Canada', tells us that 'Manitoba' is a Métis word meaning 'The God that Speaks'. Stephen Leacock, whom most know as a humorous writer, said that it was the Devil. In 1969 Canada Post commemorated Leacock's birth centenary (USC 504). In the following year it honoured Riel with a stamp (USC 515) that must be one of the most disgracefully produced and designed of all Canadian commemoratives. That may be an extremist view so, for those who think it is, shall we say that Canada Post could have done better? For those who do not know what all the trouble was about, quite briefly it was land. And to land I will now return.

**Please note: our President's telephone number, as shown in the auction notice on p62 of the April issue, was incorrect. For 206578 please read 206518.**

# PAN-AMERICAN POSTAL CONVENTION, DIPLOMATIC MAILS 1931-71

L D (Mac) McConnell



*Letter from the Brazilian Embassy, 1950.*

One of the outcomes of the Organization of American States (The Pan-American Union) was the Pan-American Postal Convention. In 1921 this provided an agreement that allowed free franking of some mails originating from the embassies and consulates of signatory States and addressed to any place within the Union.

Canada signed the Convention in 1931.

First class surface mails only were covered. Any additional facilities such as Registration, Special Delivery and airmail were available on payment of the excess charges.

Each item had to be endorsed with an identifying mark of origin which usually included the words 'Diplomatic Mail', 'Free', or similar.

The franking privilege was removed from the Articles of Convention in 1971.

Typical examples, from the Brazilian and the US Embassies, are shown



*Brazilian Embassy backstamp.*

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## BOOK REVIEW

### **'Canada's Three Cents Small Queen 1870-1897' by Ronald L. Ribler.**

Published & distributed by Philatelics Unlimited, 191 pages 8.5" x 11" Price \$49.95 / with optional CD ROM \$59.95 Canadian currency.

If one collects only one stamp, even for a period of 25 years as the author has done, it is difficult to see things in the round. It is possible to produce an excellent one stamp monograph. Firth's work on the Large Queen Fifteen Cents and Whitworth's Five Cents Beaver come readily to mind, but both these collectors did not confine their activities to just one stamp, or indeed one issue.

It is difficult to be objective about a work in which there are so many errors of fact as there are here. Even in the foreword by Gray Scrimgeour, the 1870 shade of carmine rose is described as carmine red which it most certainly is not. Chapter 2 is a commentary on the Shoemaker article on this stamp written in 1941; it is all right as far as it goes although sketchy. It is Chapter 1 – 'The Stamp' which, if one discounts Chapter 9 on papermaking which was written by Alex Hutton, takes up almost a quarter of the book and causes the most problems. Had it been written some ten years after the Shoemaker article the errors of fact it contains would have been excusable, given the state of knowledge at the time, but this is a recent publication and many of the mistakes are really unwarranted. Furthermore the chapter is not helped by the poor quality of illustrations where the object is to show varieties, they are virtually indistinguishable. Also a lack of understanding of the basics of stamp production is shown by, for example, the

equation of re-entries with plate scratches and foreign matter on plates.

To summarise some of the factual errors - the statement is made that all '1.35 billion Three Cents Small Queen Stamps were printed from ... plates in two panes of 100', where it is a matter of record that the early plates were single pane 100-subject plates and the second Ottawa series, single pane 200-subject plates. Only the middle period plates were twin-pane. It is difficult to understand why there is such cavalier disregard for established fact. It is stated that the carmine rose stamp (SG 84, Scott 41a, 41i) has no position dot; it does at 3 o'clock on the vignette rim and only one printing is mentioned instead of the two known. It is suggested that perf 12.5 may have been due to erroneous setting, which was then reset. This again betrays a lack of understanding of one of the fundamental processes of stamp production, one cannot 'reset' perforation wheels, the pitch to which each was made is fixed although it could be modified by sharpening, thereby reducing the length of the shank of the pins and thus the distance between the points. In discussing perforation gauges the author seems to be unaware there are two versions of the 'Instanta' gauge; a thick yellowish one that measures only up to 16 gauge, which is very accurate, and a thinner clear plastic one measuring up to 18 gauge. This had to be introduced after the Malayan States series from 1949, which gauge at 17.5, was issued and a degree of accuracy was sacrificed. Watermarks are described as being in common with the Large Queen series but no examples are given of the stamp on Bothwell or Pirie paper; in fact the

only watermark known to be on the stamp is the stitch type, very rare on this series. It is alleged that all printings can be found with horizontal and vertical mesh, this is just not so. The thick soft paper which some keep referring to as 'almost blotting paper' is a case in point. It is only found with a fine horizontal grain - blotting paper of course has no grain. Finally there is an illustration (Figure 1-26) showing where position dots can be found but no explanation is given as to the cause of each. This information is in the original from which it was copied, Appendix C of the second edition of *The Small Queens of Canada*. No acknowledgement of the source is given. One could go on, but it is sufficient that the book would have gained if this chapter had not been written or, like Chapter 9, had been written by someone else, someone with a wider understanding of Small Queens.

Having said that, the rest of the book is not without merit and is on firmer ground where it deals with postal history. There are copious illustrations (and here their poorish quality is less important) of covers some of which are pretty rare. Unfortunately here again one finds evidence of haste. On page 53 there is an illustration of a 4lb bulk receipt franked by a 3¢ and a 1¢. but the author seems to have noticed only the 3¢, and the receipt is described as being for 3lbs, while on page 59 we are given two examples of the 'three cents per half ounce rate' to the States with one cover franked by nine cents worth of stamps. Presumably a triple rate cover but why not say so? In discussing registration on page 82 it is stated that one could use postage stamps exclusively from 1889, whereas from that date one could use postage stamps to make up the registration fee providing at least one

Registered Letter Stamp was also used. Not until 1893 was this rule completely relaxed. In Chapter 7 it is stated that the Way Letter illustration is of the only type used in the Small Queen period; in fact the illustration is the later of the two types used.

It is also felt that where correct information is provided in the book it is perfunctory. Discussing the 1892 barred circle, for example, where there is an illustration of that used in Ottawa, it is described as being used 'in a number of places'. Since there are only ten including St. John, Newfoundland, it would not have hurt to have listed them.

The best chapter in the book is at the end, on papermaking, written by a gentleman who spent years in the paper industry, and here it would be of value to *anyone* interested in the subject. It is largely for this reason that a copy has been acquired for the Society's library.

To sum up, this book is a record of some fascinating covers. It could be useful to anyone looking for ideas on the formation of a sideline collection following one of the many avenues open, from advertising covers to precancels, from fancy cancels to flag and other machine cancels, from registration covers to covers to foreign or domestic destinations, or from directional markings to squared circles. But do not use it as a treatise.

JH

### Erratum

We were surprised not to be inundated with letters telling us that the major re-entry on the half cent Small Queen, referred to by John Hillson in his review on p76 of the April issue, was on stamp 5/9 and not 5/10 as printed, No doubt the reticence was a well meant desire not to burden your Editor who apologises for the error.

## LETTERS TO THE EDITOR

Stanley Cohen,

M.L. APRIL ISSUE

I should like to respond to several interesting points that were raised in the excellent April issue of Maple Leaves.

Mac McConnell's 'Struck through cloth' article is unusual but I am not entirely convinced that the illustrated items that he shows of the Quebec and Edward VII pieces are really struck through cloth. They lack the fuzzy or blurred appearance that occurs on the QV Large Queens when so struck. The circle lines appear to be too clearly defined and it may be that they are just over-inked or slightly smudged direct strikes.

It is always a delight to read the erudite views of my old friend Lionel Gillam and to note that his unique literary style continues with the history of William Rennie the Seedsman as a sideline to his passion for railroads.

It is also a rare opportunity for me to be able to correct him regarding his comments on Canada's first stamp in the Letters section. I can endorse his opinion that Mr. Kelly's stamp of New Carlisle, P.Q., is a 'filatelic' folly, but then he continues to state that no one living has ever seen it.

This is just not so because I have seen and examined it, whilst despite being now somewhat 'long in the tooth' I am fortunately still alive.

The actual cover was sent to me some 40 years ago by a stamp dealer offering it for sale for £200 which was a lot of money for a cover all those years ago. However I was not happy with the type of printed design on the label and did not believe it to be genuine so I returned it. Shortly afterwards it was acquired by Gibbons who had managed to get some kind of authenticated

opinion and they promptly catalogued it in Part 1 of their catalogue, priced at several thousands of pounds. It is interesting that as each year's new edition of the catalogue came out the catalogue price was raised by £1,000. So far as I am aware it still features as Canada's first stamp in Part 1.\*

Several years later I received a letter from a stamp dealer in Canada stating that they had acquired it and asking me for my opinion as to its authenticity. I gave them my opinion but found it rather odd that they should ask me after having acquired it and not before, so perhaps they were just negotiating for its purchase. I have no idea who now owns it.

Frank Daems questions and answers would require far too much space in a letter to be adequately dealt with so I intend to e-mail him with my responses. But if I could sum up the answer to his queries briefly in one word it would simply be 'specialise'. In order to gain high awards or even Court of Honour status it is necessary to specialise in one specific aspect of collector interest.

Finally, it was with great sadness that I read of the passing of my old colleague Horace Harrison. In the late 1950s and '60s we researched Canada's Large Queen issues and we wrote many articles together especially concerning the Numeral postmarks. Our detailed analysis and listing of the fancy '2's of Toronto became the standard reference work on the subject.

Horace was a mine of information on all aspects of Canadian postal history and his name will remain among the greats of Canadian philately. He will be sorely missed and his like will not be seen again.

*\*Yes it does but it is no longer priced. Ed.*

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**Fredk Betts,**

### **TRISTAN**

I was very interested in the article entitled 'TRISTAN' by The Yellow Peril in the April issue of 'Maple Leaves'.

I should like to suggest that the letters in the address on the two envelopes are 'TAS' (the initials of Capt T A Smye) and not 'AS' as suggested in the article, also that the envelopes were not for Mr Patton but for Capt Smye himself and to be returned to him by Mr Patton.

This seems to be borne out as I have a number of envelopes – not with a Canadian connection however – all bearing British stamps cancelled with the postmarks of special events such as the Philatelic Congresses of Great Britain, British Industries Fairs, various conferences and the like in the 1930s. All are addressed to Capt Smye care of various people, including postmasters at a number of overseas countries. Most are unsealed and annotated 'Printed Matter' to be sent on various First Flights from this country to other European countries which indeed they were, as confirmed by the backstamps on the envelopes.

I would also suggest that the endorsement on the two Tristan envelopes is a note by Capt Smye himself as to when they were posted back to him by Mr Patton and when he received them.

As an aside it would appear that Capt Smye was an ardent collector of the unusual in the 1930s and I can also confirm that Mr Patton is of airmail fame as I also have a large number of Canadian First Flight and Special Flight covers all addressed to Mr Patton in the 1930s.

**F. H. Schofield,**

### **WHAT SHIP?**

My good friend and CPS member, David Loffstadt, knowing of my interest

in Maritime & Naval items, showed me a copy of the April 'Maple Leaves', with a request for information from the 'Yellow Peril' – What Ship?

The name of the ship was *MV Eros* which was torpedoed on 7 June 1940 by U.48 (Rösing) off Ireland, he claimed sinking her, but she was badly damaged and the mail, mostly originating from Canada, was recovered.

The cachet 'SALVED FROM THE SEA' appears on most of the recovered mail from this ship.

**Dean Mario,**

### **WHAT SHIP?**

The Yellow Peril's interesting letter related to 'What Ship?' in the April *ML* will no doubt result in several members' responses.

I would presume his cover is one of many retrieved from the British turbo-electric powered *Eros*, which was torpedoed by Captain Rösing's German submarine U-48 on 7 June, 1940. The ship was just eight days out of Montreal and was bound for Liverpool when she was struck about ten miles north of Tory Island, near the Donegal coast of Ireland.

The *Eros* was beached, refloated, and towed to Belfast and then to Tyne for repairs. No lives were lost. Several of the many bags of mail had been swept out of the ship's hold but a determined crew managed to save most of them. The mail was dried, opened, and handstamped with a rubber device denoting 'SALVED FROM THE SEA'.

Members interested in seeing more illustrations of similar covers and a picture of the ship itself are referred to Jim Kraemer's excellent series on the Battle of the Atlantic and Canadian mail in the RPSC's *Canadian Philatelist* from 1995-1996 (and specifically the May-June 1995 issue for more on the *Eros*).

**Mac McConnell,**

**WHAT SHIP?**

YP's query 'What Ship?' (*ML* April 2003) has traced the journey of a cover from Wainwright to Montreal in great detail. It deserves equally detailed treatment for the rest of its journey.

The cover did indeed leave from Montreal on 30 May 1940, aboard the *Eros* in convoy for Liverpool. It was part of a fairly large mail stowed, as so often happened in wartime, along with other cargo which in this case included bacon, ham and tinned goods for the UK.

By 7 June the convoy was off Bloody Foreland, Eire, at 55°33N, 8°26W when *Eros* was the second ship to be hit within ten minutes by torpedoes from the submarine U-48.

*Eros* was a 5,888 ton vessel built in 1936 for the West Indies to Liverpool banana trade. In 1940 her white peacetime livery had been replaced by a sombre grey.

She was badly damaged in the attack and the crew attempted to continue the

voyage without success. They managed to beach her to the south of Tory Island with a large hole in her side. In that position she was exposed to some rather unpleasant Atlantic weather and by 11 June some of the mail bags had been washed out of the hold by the heavy seas. These were collected wherever possible and went to Dublin for drying, sorting and forwarding.

On 17 June *Eros* was re-floated and moved to a more sheltered spot in Lough Swilly for temporary repairs, then towed to Belfast on 6 July. More mails were recovered at Belfast and sent to Liverpool for drying and forwarding. The temporary patches had held so the tow was continued on the 8th and she went to Birkenhead.

At Birkenhead the remaining surviving mails were recovered during July and August and sent across the Mersey to Liverpool for drying and sorting. The mails handled at Liverpool received the 'SALVED FROM THE



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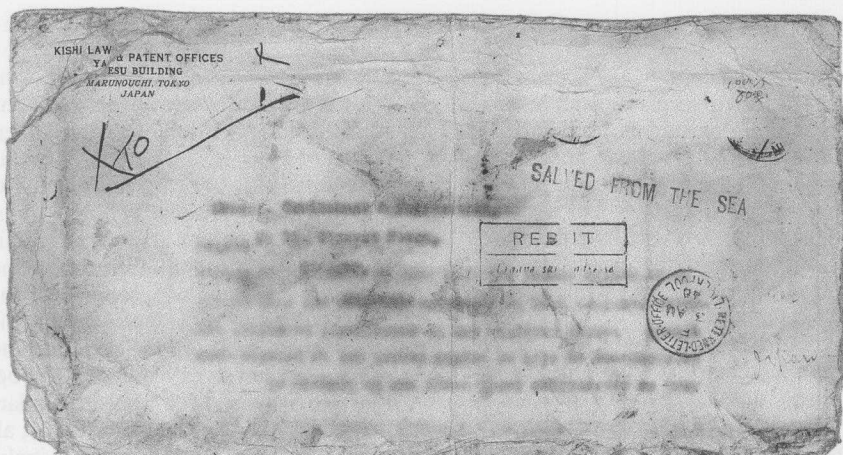
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*Letter from Japan carried aboard the 'Eros', pictured below (1936)*

SEA' cachet seen in YP's illustration.

As well as Canadian mails the *Eros* also carried Japanese mails which had been dispatched from Yokohama on 15 May per SS Heian Maru. These had reached Vancouver on 25 May and joined YP's cover at Montreal on 30 May, just before sailing.

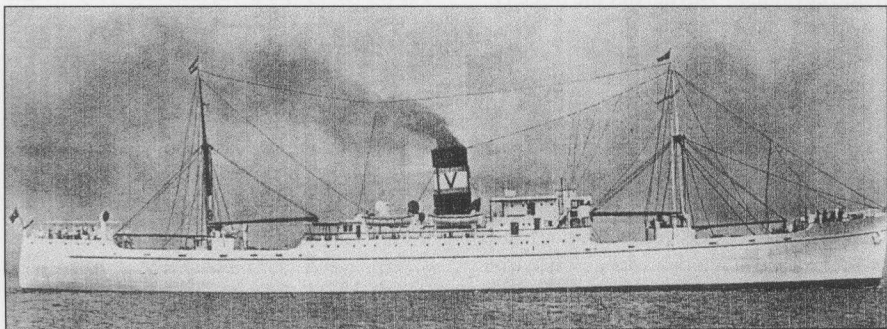
My own cover is one of those from Japan and was so badly affected by water that only the printed return address was readable. The letter was returned to the sender in Japan and without doubt did a second transit of Canada to get there.

The U-48, a type VIIB U-boat, was

commanded on this patrol by 24 year old Captain Hans Rusing. She had left Kiel, Germany, on 26 May and had put into Trondhiem, Norway, before going round the north of Scotland to reach the shipping lanes approaching Liverpool. Before she returned to Kiel on the 28 June she had sunk seven ships totalling 31,500 tons in addition to severely damaging *Eros*.

*Eros* was repaired and sailed again, only to be torpedoed once more from the air the following November.

A good atlas will help track Canadian covers of this date with a 'SALVED FROM THE SEA' cachet.



## SOCIETY NEWS

### From the President

I look forward to receiving your booking forms for Convention as early as possible, happily some forms are already in. In line with recent practice, a nominal cover charge of £10 per member will be made to help defray the cost of room hire; the charge does not apply to spouses/partners. Incidentally my telephone number is incorrectly shown in the April 'ML', it is 01792 206518 and the hotel venue is the 'Seabank' not the 'Seabrook'!\*

May I again urge members to complete a competition entry form and send it to Neil Prior, also don't forget that we would like to see up to 16 sheets from you as part of the D.I.Y. session on the Thursday morning. The accompanying commentary should, of necessity, be fairly brief; in fact you need not say anything at all if you wish!

\*Your Editor offers abject apologies and pleads old age.

### From the Secretary

Members who do not pay subscriptions in sterling are respectfully reminded that these may be paid in \$CAN or US and should be sent to Wayne Curtis at Box 74, Station 'A', Toronto, ON, Canada, M5W 1A2. Dollar cheques should be made payable to Wayne, not the Society.

### Scottish and North of England Group

Because of the Society's Convention in Dumfries the Scottish & North of England group had not met for a year. The gap was more than made up by an excellent meeting on Saturday 12 April at the Annandale Arms Hotel, Moffat, where a varied and interesting ad hoc programme of displays was given by the members present. It kicked off with a comprehensive show of the 1927

Confederation issue, including the belated 10¢. Cartier, given by John Parkin who was followed by Albert Govier with a selection of the Newfoundland 1890 3 Cents with its multiplicity of shades and overprints, the latter often poorly executed. This was followed by John Hillson's 1¢ and 10¢ Small Queens which included the Large Die Proof of the One Cent and the four 'Strand of Hair' varieties, also an example of the 'so-called' perf 12.5 10¢. Ken Andison showed sheets of plate flaws, traffic lights and colour shifts, all used on modern stamps from Australia and New Zealand as well as Canada. Bob McLeish continued the modern theme with the colourful and attractive Chinese New Year issues, together with the corresponding items from Hong Kong, and the recent 'Tulip' postcards issued by the Canadian Post Office. A return to old material was provided by Andrew Lothian with some provincials and Jim Bissett with a display of the low values of the Province of Canada, the halfpenny, 3d and 6d, imperforate and perforated, plus the 1¢, 5¢ and 10¢, naturally all on immaculate covers. The afternoon's business wound up with a show of the 1897 Jubilees, including blocks of four of some of the plate proofs, by Les Taylor, and Ray White who showed plated examples of the 5¢ Registered Letter Stamp from plate 2.

**The next meeting is scheduled for Saturday, November 8, and members are reminded that all are welcome.**

### Forthcoming Events 2003

Aug 10 Wales & SW Group, Portishead\*  
Sep 10-13 CPS Convention, Porthcawl  
Sep 17-21 Autumn Stampex, Islington, London

Sep 25-27 BNAPEX, London Hilton,  
London, Ontario  
Oct 4-13 Bangkok 03, Thailand  
Oct 17-19 CSDA, Toronto  
Oct 30-Nov 1 Philatex, Horticultural  
Hall, London  
Oct 31-Nov 2 Vanpex, Richmond B.C.

#### **2004**

Feb 25-29 Stampex, Islington, London  
May 21-30 Barcelona 04, Spain  
May 28-30 ROYAL 2004 ROYALE,  
Halifax N.S.  
Sep 3-5 BNAPEX, Hunt Club, Baltimore,  
MD, USA  
Sep 15-19 Stampex, Islington, London  
Sep 22-25 CPS Convention, George  
Hotel, Crawley

#### **2005**

Apr 28-May 1 Australia 05  
May 27-29 ROYAL 2005 ROYALE,  
London, Ontario  
Sep 2-4 BNAPEX, Fantasyland Hotel,  
Edmonton, AB, Canada  
Sep 21-24 CPS Convention, Renfrew  
\*For details contact Neil Prior on  
01656 740520.

#### **Palmares**

The following members, showing BNA material, met with success at the Edmonton Spring National (ESN) and ORAPEX (OR) shows in April and May. Our thanks go to Richard Thompson for providing the information. We offer our congratulations to the medal winners.

#### **Gold & Reserve Grand Award**

David Piercey (ESN) – Postal Issues of Newfoundland 1865-1908

#### **Vermeil**

Earle Covert (ESN) – Canada 'C' Series Tobacco Stamps  
John Cooper (OR) – New Brunswick Way Offices

#### **Silver**

Leslie Clinton (ESN) – POs of the Alphabet Line of the GTPR across

Saskatchewan 1907-23

John Cooper (OR) – Newfoundland Booklets

## **Lionel F. Gillam FCPS**

William C. (Bill) Walton, chairman of the Order of the Beaver of the British North America Philatelic Society, is pleased to announce that Lionel F. Gillam, F.C.P.S., of England is being honoured with a Lifetime Achievement Award for his contribution to the philately of Canada and the Provinces of Canada before Confederation.

A schoolmaster by profession and a railroad enthusiast by avocation, Mr. Gillam has devoted a large portion of his life to understanding and documenting the nineteenth century development of the railway system in Canada. In conjunction with his work, he has also played a significant role in the study of the Railway Post Offices (RPOs) that played such a large role in the history of communications in Canada.

Mr. Gillam was Editor of 'Maple Leaves', the journal of the Canadian Philatelic Society of Great Britain, from 1962 until 1984. He then became Assistant Editor so that he could continue to help with 'Maple Leaves' while focussing more on the railroads and Railway Post Offices.

His first book, *A History of Canadian RPOs*, was published in 1967 and reprinted in 1981 and 1983. His next book, *Canadian Mail by Rail, 1836-1867* was published in 1985, followed in 1993 by *The Story of Canada's First Railway, the Champlain & St. Lawrence Railroad*. The three volumes remain the backbone of information of any RPO collection. Mr. Gillam has also had many articles published in various philatelic journals.

**Continued at foot of page 132**



# AMENDMENTS TO MEMBERSHIP to 26 May, 2003

## New members

2856	Cole, Martin S. 111 East 80 St, New York, NY 10021, USA	CR-CL, SOA
2857	Wilkinson, Warren W. 2 Woodland Place, Grosse Pointe, MI 48230, USA	B & BR (Cov)
2858	Nesbitt, Dr Bruce, 76 John St, Ottawa, ON, Canada, K1M 1N4	SD
2859	Smith, Christopher, 12 Edmonds Court, Didcot, Oxon OX11 8QY	C
2860	Anderson, David N. PO Box 2187, Kirkland, WA 98083-2187, USA	CR, CL, CS, N, O
2861	Seguin, Charles, 13 Rue du Colonel Oudot, Paris 75012, France	CG, PL
2862	Flynn, Charles S. 56 Shoreswood, Bolton, Lancs, BL1 7DD e-mail csf.mlf@virgin.net	C, PH
2863	Burgers, Hendrik, 2 Lower Canada Drive, RR3, Niagara-on-the-Lake, Canada L0S 1J0	M, SC, CS, TE, R

## Reinstatement

2763	Reddington, Stuart R, 100-53 Village Centre Place, Mississauga, ON, Canada, L4Z 1V9	Map, CS
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## Deceased

2285	Bailey, Lt. Col W.J.
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## Resigned

1513	Snell	2734	McLean	2652	Klass
2435	Middleton	1579	Southey	2827	Howe

## Removed for non-payment of dues

2847	Gross, F	2473	LeMesurier, Dr GHW	2382	Newman, GR
2218	Playter, G	2728	Samways, D		
1878	Toronto Ref Library	1678	Whiting, EJ		

## Change of Address

2819	Morgan, H. 16 River Court, Taplow, Maidenhead, Berks, SL6 0AU
2824	Watt, Dr J. c/o X-ray & ultra sound, 700 Main St E, Hamilton, ON, Canada L8M 1K7
1621	Smalley, G. Unit 102, 50 Market St, Gananoque, ON, Canada, K7G 2M3

## Address required

2847	Gross, F. formerly PO Box 222, 26b High St, Exeter, NH 03833 0222, USA
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## Revised total 398

**Lionel Gillam...** continued from p131

The Order of the Beaver is the Honorary Fellowship of the British North America Philatelic Society

(BNAPS). Its members take great pleasure in awarding their Lifetime Achievement Award to Lionel Gillam for his dedication to the hobby and his true pioneer postal history leadership.



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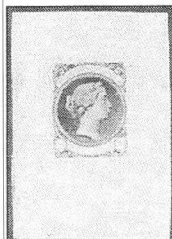
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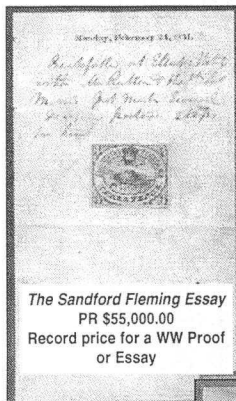
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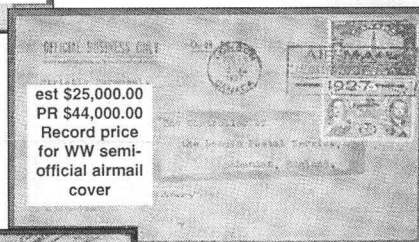
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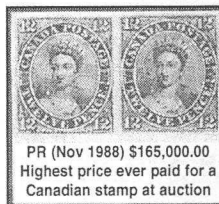
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