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CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN



Maple Leaves

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EDITORIAL

With this issue we reach a notable milestone, our 250th issue, the first having been published in September 1946. We now look forward to our Golden Jubilee, only two years away.

This issue is also number ten of Volume 23 so, in January 1995, we shall commence Volume 24. Each subsequent volume will comprise ten issues instead of twelve as hitherto, in line with our policy of publishing five issues a year. An index to Volume 23 will accompany the January 1995 issue.

We editors have a constant nagging worry; does anyone actually read the material so lovingly put together? The odd letter to the Editor

suggests that at least one or two people do but we were particularly warmed by a letter from an overseas member who, while on a bus, became so engrossed in the April issue that he went two stops past his alighting point. No doubt we should have felt deep sympathy, but pleasure turned out to be the primary emotion! Whilst on the subject, members' attention is particularly drawn to the notes from the Secretary and the Packet Secretary on the 'Society' pages.

On a more sombre note, just as we were going to press, we heard the sad news that past president Charles King had passed away. An appreciation will appear in the next issue.



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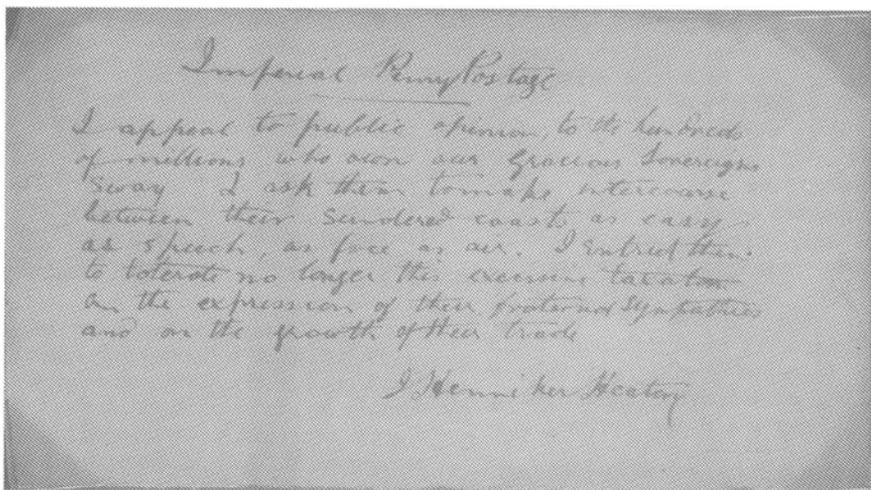


Fig 1. A signed manuscript appeal by Henniker Heaton

Imperial Penny Postage was the culmination of the combined efforts of the great postal reformers such as Burritt 1847, Bates 1851, Sumner 1852, Hastings 1866, Brittain 1871, who all dreamed of the day of ocean penny postage.

Those directly responsible for the Imperial Penny Postage scheme were Arnold-Foster 1883, Beadon 1891, Henniker Heaton 1896, Chamberlain 1896, Mulock 1898, the Duke of Norfolk 1898. The foregoing dates are the significant years of the individuals' contributions.

The most important date, prior to the 1898 inauguration, was 1896, with Henniker Heaton, the British M.P. championing the cause. (Fig .1.)

Henniker Heaton carried on not

only a heated personal crusade, but also fought political battles at the highest level. The letter overleaf is a reply to Henniker Heaton from the Prince of Wales, the future Edward VII. It is a three-page manuscript by Francis Knollys, the Prince of Wales' private secretary (Fig.2).

1896 was the conceptual year of Imperial Penny Postage and consequently led to the creation of Canada's Imperial Penny Postage stamp, also known as the 2c Map stamp. In February 1896 Heaton officially addressed Chamberlain the Colonial Secretary and the Duke of Norfolk, Postmaster General of Great Britain:

'...What we want is some cheap and ready means of bridging over the chasm of distance between our people

and the millions of their colonial kindred, of restoring the broken arch in their communications and the severed link in their sympathies, of weaving the innumerable delicate threads of private and family affection into a mighty strand that shall bind the Empire together, and resist any strain from our foes or the Fates. We want it now, while we are threatened; now while crafty rivals would replace us, and our wares and our rule; now while our far-off kinsmen are showing us in touching and inspiring fashion their loyalty to the Queen and their love for the Old Country. Such a measure as we are discussing would be instantly understood as Britannia's reply to all this love and loyalty; not only in colonial exchanges and market places, but wherever a British axe rang in a

clearing, or a British hunter stalked the wilds; aye, and in the closets of European statesmen, too. The time is opportune; all we want is a Minister who will seize the opportunity from which our Post Office has turned away'.

Sir John Henniker Heaton did not stop his crusade after the inauguration of Imperial Penny Postage in 1898. Almost ten years later, on 1 October 1908, he achieved Penny Postage rates between the UK and the USA. His daughter gives an account of the aftermath of Henniker Heaton's victory.

'On the night of September 30th 1908, H H dined with one of his sons at the United Service Club, and sat, after dinner, in a fever of impatience as the hands of the clock slowly crawled round to midnight. As the clock finished striking H H had the satisfaction of posting half a dozen letters to America bearing the penny stamp. It was no small gratification to H H to receive a letter of congratulation from Mr Roosevelt, posted likewise in America just after midnight. Some time later H H met Mr Roosevelt at the Guildhall in London.

"It was a very great pleasure to me to post you that letter", said Mr Roosevelt.

"Yes", replied H H, "but why did you put a twopence-halfpenny stamp on it?" referring to the 5c stamp applied by mistake to President Theodore Roosevelt's letter'.

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 - C.A.Howe: 'Canada its Postage Stamps and Postal History'
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- The Postal Museum, London, England.

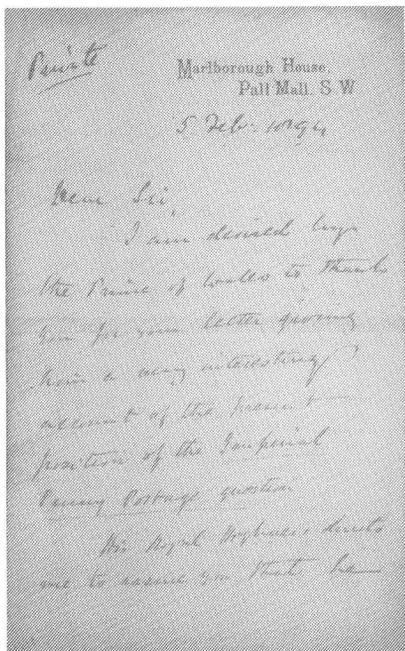
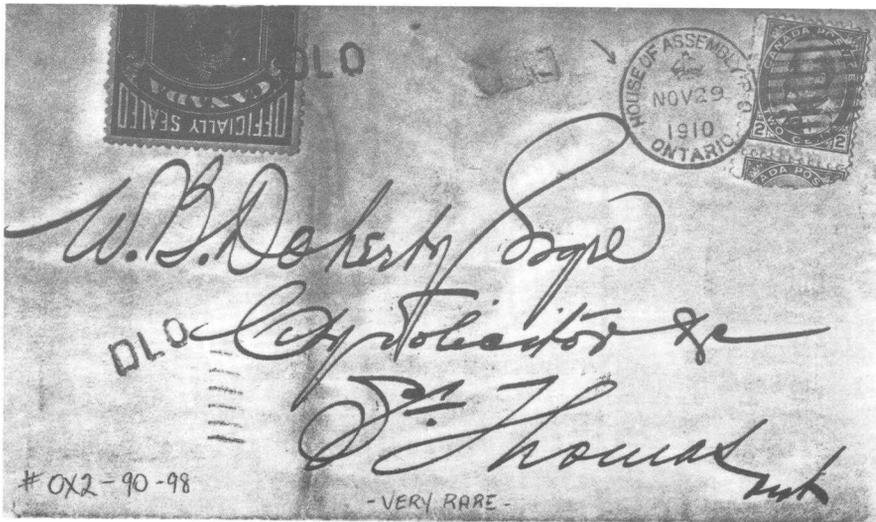
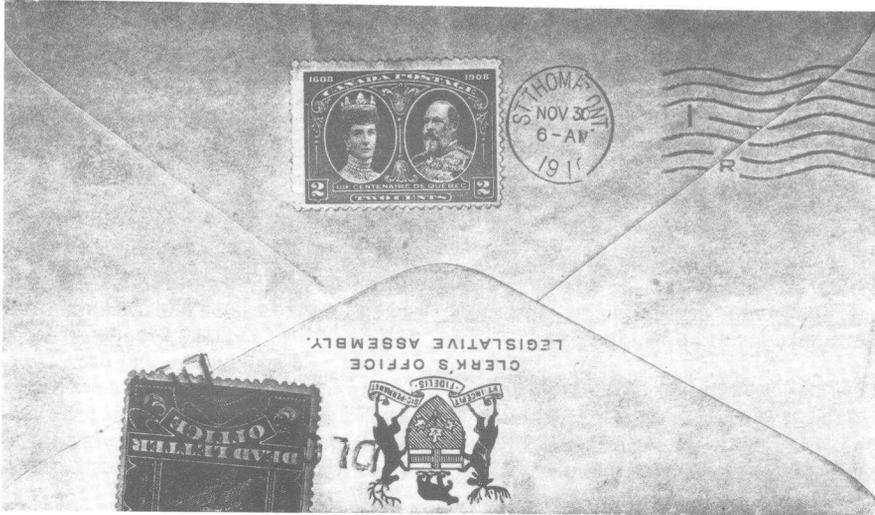


Fig 2. The Prince of Wales' letter

A SHOW STOPPER. The Yellow Peril



A show-stopping cover (at first glance)

At the '94 Ottawa spring show a dealer who I know only casually, startled me when he showed me this cover. It was a rude awakening because a show-stopping blue paper officially sealed cover is something that just isn't seen every day. On second thought, it is never seen! The chap wanted to know if it could be priced at £350. He had paid an equivalent of £175 for it and wanted to realize a modest profit. Reply was that it would not only be my pleasure to allow him his modest mark-up but I would add a 15% tip as well – if the cover measured up to my peculiar standards. Sensing that he had a 'live' one, the young dealer quickly invited me to take a seat at his table.

The 2c Edward is tied to this official Legislative Assembly cover with a 'HOUSE OF ASSEMBLY PO NOV 29 1910 ONTARIO' duplex. The letter is addressed to W.R. Doherty, City Solicitor, St.Thomas, Ont. where it was machine backstamped the next day.

The 2c Quebec affixed to the back of the cover is just that - a stamp on the back of the envelope. The rate was correct, the letter was delivered but there was no reason for the officially sealed label.

The seal was, in fact, the common white paper 'stamp' that had been painted over with blue ink to transform it into the rare blue official seal. It was then put on the cover, slit open at the top and tied with several 'D.L.O.' markings.

If the 2c Quebec and the painted-over stamp were removed, this item can be restored to a good and saleable cover - but not for £350 . As a matter of fact, with a little imagination and for £25 or less (price of a poor quality white paper seal, a 2c Edward cover, a brush or a small piece of cloth, some blue ink and a D.L.O. rubber stamp) one can easily duplicate this show stopper. The moral? If it looks too good to be true, it usually is!

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CANADIAN COVERS TO ARGENTINA 1872 - 1874

George B. Arfken



Figure 1. CHARLOTTETOWN, P.E.I., OC 18 73 date stamp. The cover was franked with 28c in Large Queens and addressed to Capt. C.A. McInnis, Buenos Ayres. The cover was sent to New York. The U.S. and Brazil Mail Steamship Co. 'South American' carried the cover to Rio de Janeiro. From Rio, a British packet took the cover to Buenos Aires.

In the early 1870s, Canadians writing to Argentina had the choice of two routes: 1. via New York and a U.S. packet to Rio de Janeiro and then a British packet to Buenos Aires or 2. across the North Atlantic to England and then a British packet to Buenos Aires. The postal rate via New York was 21c during the period October 1870 to September 1875. The postal rate via England was 28c during the period February 1870 to July 1878. The two Large Queen covers shown here illustrate these two routes and these two rates in a rather unusual way.

Via New York and Rio de Janeiro.

Figure 1 shows a cover from Charlottetown, P.E.I., postmarked OC 18 73. The cover was paid 28c with 15c, 12 1/2c and 1/2c Large Queens and addressed to Capt. C.A. McInnis, Barque Katie McDonald (McDonald). In the 1870s and earlier, many Canadian covers to unusual destinations were addressed to ship captains, naval officers or missionaries. Paid 28c this cover could have been sent to England for a British packet. In the absence of a special endorsement, the cover was sent to New York by rail for

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**DEALERS IN
FINE STAMPS
SINCE 1924**

a U.S. and Brazil Mail Steamship Co. packet scheduled to sail October 23. This was the First Packet Principle. Poor choice! The cover missed the October 23 sailing and waited in New York until the next sailing, November 24.

For a better understanding of how this cover went south from New York and the time schedule, it's worth taking a closer look at this U.S. and Brazil Mail Steamship Company. Legal authority for the U.S. contract, which gave rise to the U.S. and Brazil Mail Steamship Co., came from the U.S. Act of 28 May 1864. This Act specified a contract for ten years at \$150,000 per year. There were to be twelve round trips per year. Service began in 1865 and continued on a regular basis until 1875.

Laurence [1], interested in the U.S. 10c stamp of 1869, published a sailing table for the years 1869 - 1871. Stone [2], interested in mail from St. Thomas to the U.S., included in his book a table of departures from St. Thomas, 1865 - 1875. The Duckworths [3] devote a page to this U.S. packet line and note the problem of transferring mail to British packets at Rio de Janeiro.

A typical schedule for a U.S. and Brazil Line packet would be

Dep New York	Month 1	23rd
Arr St. Thomas		29 or 30
Arr Rio de Janeiro	Month 2	19 or 20
Dep Rio de Janeiro		25 or 26
Arr St. Thomas	Month 3	14 or 15
Arr New York		20 or 21

Departure from New York was almost always on the 23rd of the month unless the 23rd was a Sunday. In that case, the steamer departed on the next day, Monday, the 24th. The ten year

contract was a major financial loss for the U.S. When the contract expired in 1875, it was not renewed. The U.S. and Brazil Mail Steamship Company went out of existence.

Turning attention back to the cover, two significant markings were applied in New York. First there is the 8 NEW YORK NOV 24 transit mark. For 1873, November 23 was a Sunday so this cover departed on the 24th, a Monday. That '8' preceding NEW YORK meant a transfer of 8c to Britain in anticipation of having a British packet carry the cover from Rio de Janeiro to Buenos Aires. U.S. - U.K. treaties in 1868 and 1869 had set up co-operation between U.S. and U.K. packets. This co-operation benefitted Canadian mail to South America and to Caribbean destinations. [4]. The second U.S. mark on the cover was a large red '18' This was an accountancy mark crediting the U.S. with 18c and debiting Canada by this amount. This 18c charge just matched the 18c U.S. rate to Argentina [5]. This cover was overpaid 7c. The breakdown of the proper 21c postage was Canada 3c, U.S. 10c and U.K. 8d.

The U.S. and Brazil Line 'South American' carried the cover from New York, 23 November, arriving in Rio de Janeiro about 21 December. The analysis of the next stage depends critically on the Jan. 10/74 or 12/74 date docketed on the back of the cover. Howat [6] discusses three British lines serving Rio de Janeiro at this time. He includes detailed sailing tables that permit a probable identification of the specific British packet. (1) The Royal Mail Steam Packet Co. 'Boyne' arrived in Rio de Janeiro 30 December and Buenos Aires 12 January. If we can trust the date in the sailing table and

interpret the date on the cover as 12/74, the cover was carried by the 'Boyne'. (2) The Lamport and Holt Line (Liverpool, Brazil and River Plate Steam Navigation Co.) had no packets close to our Rio de Janeiro and Buenos Aires dates. (3) The 'Cotopaxi' of the Pacific Steam Navigation Co. arrived in Rio de Janeiro 2 January, 1874 and in Montevideo on 9 January. The 'Cotopaxi' was on its way to Valparaiso on the Pacific coast and did not stop at Buenos Aires. However, British mail was conveyed across the bay from Montevideo to Buenos Aires by a special packet. The 'Cotopaxi' is a possibility but the 'Boyne' arrived in Rio de Janeiro four days earlier and probably got the cover.

There is one final complication. In 1873, the Argentine government issued

a decree declaring that "All letters entering or leaving the Republic must pass only through the (Argentine) Post-Office."

This decree was effective 1 July, 1873 [6]. This cover shows no receiving postmark and no Argentine mark of any sort. Apparently the cover remained in British hands until it was delivered as addressed. The transit time, from 18 October, 1873 to 12 January, 1874, was 86 days! Clearly there were poor connections both in New York and in Rio de Janeiro.

Via England.

The second cover, shown in Figure 2, did not receive a town / date stamp from the mailing office. However, the 15c Large Queen and the 6c Small Queen are cancelled with New Brunswick oval grids. The Royal Mail Steam Packet 'Neva' conveyed the cover to Buenos Aires.

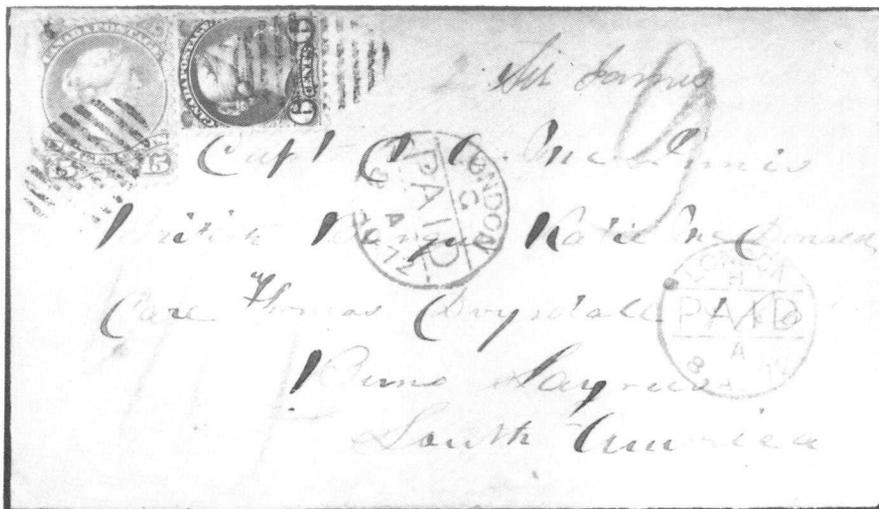


Figure 2. No originating postmark but the 15c Large Queen and the 6c Small Queen were cancelled with New Brunswick oval grids. Despite being 7c underpaid, the cover was sent to England. The Allan 'Austrian' carried the cover from Halifax. Red LONDON PAID 8 AU 72 transit stamp. The Royal Mail Steam Packet 'Neva' conveyed the cover to Buenos Aires.

Brunswick oval grids. Like the previous cover, this cover is addressed to Capt. C.A. McInnis. This time the ship's name is written as British Barque Katie McConnell. The cover is paid the 21c rate for going via New York and the U.S. and Brazil Line packet. Indeed, the cover is endorsed 'Janeiro'. Despite all this, the cover was sent to Halifax to go via England. Apparently there was not enough time to get the cover to New York for the sailing of the U.S. and Brazil Line packet on the 23rd of the month. Again, poor choice! This would cost dearly. The Allan 'Austrian' carried the cover to Queenstown on 8 August. There are two red LONDON PAID 8 AU 72 transit stamps. This 8 August, 1872, is the only date shown on the cover. The Allan 'Austrian' and the British packet to Argentina have been identified to fit this one date.

There are two other British markings. One is a red brown '9', possibly an accountancy mark, crediting Britain with 9d and debiting Canada with this same 9d. The Moubrays [7] give the British postage to Argentina as one shilling. Charging a Canadian cover 3d less than a British cover would have been charged seems inconsistent - but not impossible. The second mark is the blue '2/4' at lower left. Why 2/4? This is 28d, double the 28c rate that should have been paid. Is it possible that the British Post Office was (a) ignoring the 21c partial payment and (b) doubling the 28c rate as a penalty? Whatever the interpretation, 2/4 was a lot to collect from Captain McInnis.

This cover was carried by the Royal Mail Steam Packet 'Neva' that departed from Liverpool 9 August. The 'Neva' arrived in Buenos Aires on 6 September. Lacking the posting date,

the transit time is only an estimate but it was probably under 50 days.

One other pe-UPU Canadian cover to Argentina has been reported. This cover was posted in Bollo Bay, P.E.I., on 15 November, 1873. The cover was paid with four 6c Small Queens. There is evidence that two Small Queens (totalling 4c ?) were removed. The cover was addressed to Capt. D.A. McInnis, Bark Katie McDonald, care of Thomas Drsdill (Drysdale). Sent to New York, it received the same 8 NEW YORK NOV 24 transit stamp as the cover of Figure 1. There is a U.S. accountancy mark of '18' in blue! The cover went on the 'South American' along with the cover of Figure 1.

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The collection and exhibition of proof material of 'modern' issues has been fraught with difficulty. Now that ownership is unlikely to be queried by the authorities, more material is surfacing. Perhaps it is time to consider what material is either available or, at least, in existence. Ron Winmill is prepared to make a start

A BRIEF SURVEY OF THE ESSAYS AND PROOFS OF THE KARSH DEFINITIVES

R. B. Winmill

There has not been a major work published on the subject of Canadian essays and proofs since 1970. In the work (1), the late Kenneth Minuse and Robert Pratt assembled a listing of BNA material far and away the most complete to that date. They noted "Numerous listings of British North America essays and proofs will be found throughout the 'Essay-Proof Journal'. Over the years new information has come to the attention of the catalog (sic) committee"(2). That statement was correct in 1970 and is every bit as true in 1994: much additional information has indeed come to light. They further correctly noted" Completeness will be impossible but every effort has been made to include each known variety"(3).

Similarly, in future, new data will surface and no doubt will force revisions to the items here listed. This work is not intended to be all-encompassing or in any way complete, but rather it is intended to reflect those new discoveries observed by the author over a period of years. Current students of the subject are now able to draw on the accumulated resources of almost 25 years, which were unavailable to Minuse and Pratt. For example there have been thousands of auction catalogues published since 1970 and portions of an endless array of books contain new information on the proofs

associated with various issues. The American Bank Note Company archives sale (4) is, in itself, a fabulous resource. Dr Boyd's fine work on the specimen overprints is also available though it deals with but a small segment of the overall subject.

Illegal Possession

Another impediment which has hindered earlier research on more recent material was the fact that there was some question of what material could legally be in the possession of collectors. Shortly after the War an official notice proclaimed that, in future, no further special gifts of imperfs, part perfs and proof materials would be made to collectors or dignitaries (6). It has been suggested that the beneficiary of the presentation of proofs was the late President Roosevelt. This is a matter of speculation, a contentious statement not borne out by all the facts. Die proofs of the Peace issue, while reasonably scarce, do exist; yet this issue appeared on 16 September, 1946, well after the death of F.D.R.

As a direct consequence, such later material was either known only to exist in the Post Office's own archives or was carefully concealed by astute owners to prevent its possible seizure by zealous authorities (7). However, these barriers gradually crumbled until, by the period

1975-80, such material began to be displayed openly and sold by dealers. One western dealer had such material seized; however when his lawyer demanded that either charges be laid (8) or that the material in question be returned to its owner, the latter course of action was followed.

As recently as 1982, the following note of caution was sounded in the auction catalogue of a prominent British auction house, "The original source of the following four lots is unknown. Consequently bidders should be aware that the legality of ownership of these proofs in Canada and the United States may be in doubt"(9). The author is unaware of any recent seizures or charges. Post-1946 essays and proofs have appeared in several auctions on both sides of the Atlantic. Several years ago a bourse dealer showed several dozen to the author.

Source of Material

The most frequently asked question relates to the route by which the material reached the market. The answer is probably that it arrived in the market place over a period of time from several sources. Some material from c1947 to 1955 appeared to have been released by a retired engraver. This is the same individual reported by an impeccable source to have smuggled various dies across the Canada-U.S. border and on to New York. Other material which has appeared, especially recently, was no doubt 'printer's waste'.

It is within the context of the above brief account of post-War events that the following information is presented. The reader must bear in mind that, for the most part, the author has relied heavily on the often woefully inadequate descriptions of auctioneers

who frequently omit the medium on which the proof is printed, the die number (if any) and even the colour! Moreover, to some extent the colour is a subjective rather than factual matter. Sizes are rarely provided,

Provisional Survey

On 1 May, 1953, a new low value definitive set featuring a likeness of Her Majesty Queen Elizabeth II, from a portrait by Karsh, was released. This was a very short-lived issue, possibly because the stamps were not aesthetically appealing. In June 1954 a new issue, based on the Wilding portrait, made its appearance.

In recent years a number of essays and proofs for both these issues have surfaced and have been offered for sale.

In the case of the Karsh portrait, several such essays of the basic design exist in the form of large die essays, with the issued design, but lacking the denomination. Such essays are known to exist in violet brown, carmine rose, violet, red, sepia (10) and an unknown colour (11). While the descriptions are incomplete, it seems probable that these were all on thin card, mounted on a larger card.

In Sissons sale of 6 June, 1989, die proofs of all five denominations were offered; these are summarised below. Regrettably, sizes and stock, as well as inscriptions if any, were not recorded.

- 1c black, brown
- 2c green, olive green
- 3c carmine rose
- 4c violet
- 5c bright blue

It was stated by the auctioneer that the 1c black proof bore an imprint, how it read was not stated. There was similar

silence as to whether or not the other die proofs bore imprints; no sizes were given. It is unfortunate that the descriptions were so incomplete.

A completed die proof of the 2c value, in pale blue (the colour of issue of the 2c polar bear stamp) has been seen by the author. It bore no imprint and was on a thick glazed card; no precise measurements could be taken, however it was approximately three inches square. A smaller proof of the 4c design in colour of issue was offered by R. Maresch & Son. It was described as follows: 'four cent, progressive die proof in issued colours (sic) on glazed paper (5.5x6.1cm) stuck on card from which it has become separated, natural spots, very rare and v.f...' (12).

These are the only two items recorded by the author on glazed paper and/or card. Moreover the latter item is the sole progressive die proof of this issue so far observed. However, given the fact that so much appears to exist and the likelihood of much more in the postal archives, much more is likely to be reported in the future.

The story of this issue is short. As stated earlier, this issue was subject to considerable criticism. Perhaps this explains the existence of at least 12 copies, all in multiples, of an 'experiment', 'specimen' plate essay. The three multiples recorded were all sold by Eastern Auctions Ltd between 30 May, 1987 and 11 June, 1988. There may have been others sold by this firm, however the run of available auction catalogues is incomplete.

Descriptions were as follows:

637 E. PB 2c blue plate #884 essay block of six on watermarked wove paper, prepared by the Canadian Bank Note Company, purpose unknown, VF and rare, a showpiece (13).

The photo of the above item shows it to be a lower left plate block No.1 884, with the essay inscribed across the top, 'EXPERIMENT', and in a semi-circle beneath the vignette, 'SPECIMEN'. In a later sale, another pair of these was sold; it was described: 546 E 2c blue experimental essay prepared (in) 1954 by (the) Canadian Bank Note Company, VF (14). The photo reveals a plate proof pair.

Another example appeared soon after, described as:

623 EB 2c blue engraved essay on watermarked white wove paper prepared in 1954 by (the) Canadian Bank Note Co., VF (15). This item is a plate proof block of four. Once again the descriptions are incomplete, were the items gummed?

As the auctioneer notes, these were prepared for some unknown purpose. It might be proper at this juncture to speculate that they were prepared as samples of work the firm was capable of producing; especially when it is recalled that there was mounting public displeasure with the Karsh portrait which was indeed replaced in 1954 by the Wilding portrait.

A not dissimilar event occurred in 1965 when it was widely accepted that the recently issued 'Cameos', which had replaced the Wilding portrait, would themselves be superseded by a special issue to commemorate the celebration of the centennial year. At that time, die essays were produced though they were rejected in favour of what is now known as the Centennial issue.

The questions raised by this research note far outnumber those answered. Many can no doubt be answered by an energetic person with the time, resources and necessary skills

to research the subject using Bank Note Company and Postal Archives. There are quite probably dozens of other Karsh essays and proofs.

References:

1. K.Minuse and R.Pratt, 'The Essays and Proofs of British North America', *Federalburg: Sissons Publications Ltd, 1970.*
2. *Ibid*, p.3.
3. *Loc Cit.*
4. *Christies Robson Lowe auction sale featuring the American Bank Note Co. Archives, BNA, 13 Sept., 1990.*
5. Dr N.Boyd, FRPSC, 'Specimen Overprints of BNA' (2nd edition) *BNAPS 1991.*
6. *Nothing was said of presentation sets of postage stamps which were sometimes made. These were regularly given to senior officials in retirement or to others for special services. See for example,*

'Stamps forwarded girl who presented bouquet at Lucknow Post Office' in the London Free Press, 29 July, 1939, p16, c7. There were also presentation booklets prepared for UPU related purposes.

7. *This occurred on several occasions. one such occasion related to an item offered for sale by the late Jim Sissons.*
8. *Had charges been laid, presumably they would have related to the possession of stolen property.*
9. *Harmers of London auction sale featuring British Commonwealth, 18-19 May, 1982, p14.*
10. *J.N.Sissons Inc. Auction sale 6 June, 1989, p43 lots 573-9.*
11. *Ibid 15 August, 1989, p27 lot 413.*
12. *R. Maresch & Son auction sale, 25/6 November, 1987, lot 1169.*
13. *Eastern Auctions Ltd. auction 30 May, 1987, p50 lot 637.*
14. *Ibid 5 March, 1988, p45 lot 546.*
15. *Ibid 11 June., 1988, p52, lot 623.*


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ANNUAL CATALOGUE SUBSCRIPTION: Inland £25, Europe £40, Elsewhere £50

The Llandovery Castle served the Canadian Government as a hospital ship for some nine months in 1917/8. The ship's oval marking has been noted by the author, see illustration, but not during the period of Canadian service... have you seen it?

H.M.H.S. LLANDOVERY CASTLE ON ACTIVE SERVICE

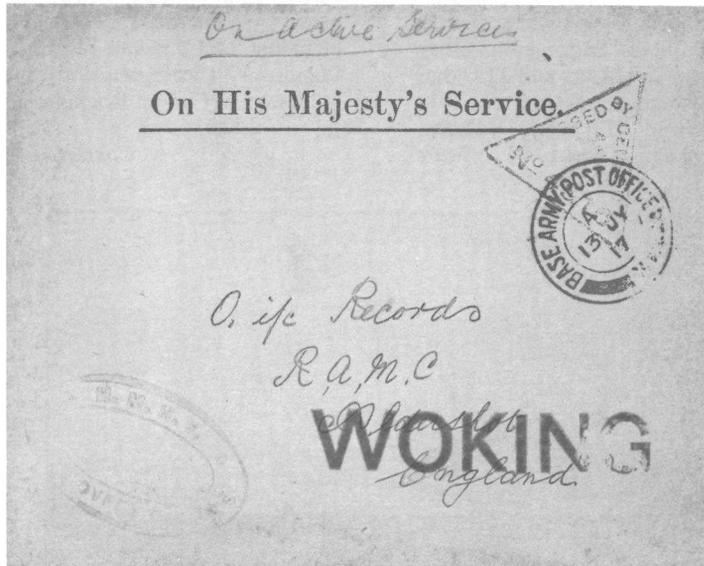
Colin Campbell

Built by Barclay Curle & Co. Glasgow, Llandovery Castle was completed in January, 1914, for the Union-Castle Line of London; gross tonnage 11,423. She was to sail in the London - East Africa service. Accommodation was 429 in three classes.

From December 1915 until July 1916 Llandovery Castle served the British Forces as a troopship; however our story begins 12 January, 1917, when she sailed from Southampton as a

hospital ship (622 beds) for Salonika, Greece, with a stop at Malta. Upon reaching Salonika, on 23 January, she disembarked 56 nursing sisters and took on 627 sick and wounded officers and other ranks and four nursing sisters. Leaving Salonika the ship reached Malta on 1 March where disembarkation was completed by 8-15pm.

This general pattern continued for two more voyages, i.e. Salonika to



Scarce oval marking of the H.M.H.S. Llandovery Castle.

Malta and return, finally completed 16 April, 1917. On this date the ship anchored at Salonika and became a floating hospital, both for patients and nursing staffs on board and for medical staffs serving in the hospitals on shore over the ensuing four months.

It was during this period, on 13 July, the cover illustrated was posted ashore at Base Army Post Office X, the ship's oval marking (mauve) and censor stamp number 4516 (green) having been applied on board. This mail would have gone out on the next available ship. Hospital ships were not authorized to carry mail at any time.

The O/i/C RECORDS office at Aldershot, England had been moved to Woking during late July hence the Woking redirection handstamp in red.

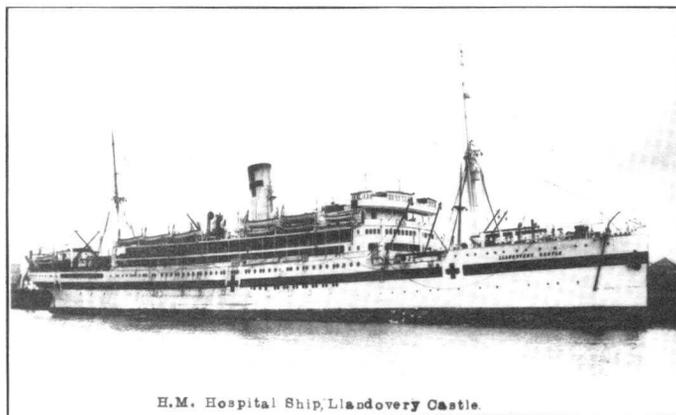
The fourth voyage for Llandoverly Castle began 12 August, 1917, and took her to Alexandria, Egypt, where 50 tons of deceased officers' baggage was taken on board; also 22 officers and 325 other ranks for passage to England. The ship reached Grand Harbour, Valetta, Malta, 27 August where 15 officers

and 152 sick and wounded other ranks were embarked. Leaving Malta the following day, the ship reached Avonmouth, England, on 6 September, where disembarkation was completed.

Immediately following the duties outlined above, Llandoverly Castle was charged out to the Canadian Government as a hospital ship. It is believed she completed one voyage to Canada between 7 September and 15 October, carrying sick and wounded soldiers. It is probable that she replaced H.M.H.S. LETITIA which ran aground and was lost near Halifax, N.S. 1 August, 1917 with no loss of life. From mid-October she completed four voyages to Canada returning in all 3,223 patients to their homeland.

On her return voyage from Halifax to Liverpool, under the command of Captain E.A. Sylvester, which commenced 20 June, 1918, with 258 crew and medical staff aboard, including 14 Canadian nursing sisters, Llandoverly Castle was torpedoed 114 miles west of Fastnet Rock, Ireland. She

Continued on p.351



H.M. Hospital Ship, Llandoverly Castle.

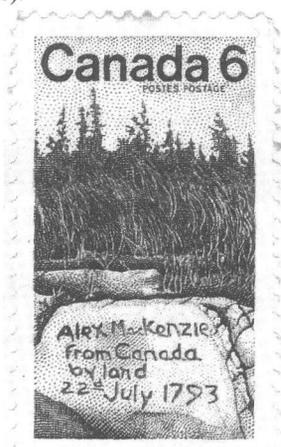
THE PEOPLE ON THE STAMPS - MACKENZIE

Alan Salmon

*But yet I'll make assurance double sure,
And take a bond on fate.*

Macbeth *William Shakespeare*

In 1789 Alexander Mackenzie was the first European to follow what we now call the Mackenzie River to the Arctic Sea; in 1792-3 he was the first European to cross the Rockies to the Pacific Ocean. Each of these voyages, to use his words, of exploration would have ensured his lasting fame; he made double sure. The 150th anniversary of his death was commemorated by the 6c stamp issued on 25 June 1970 (SG 658, SS 516).



He was born in 1764 in the small town of Stornaway, in the Outer Hebrides of Scotland. His father emigrated to the colonies in North America in 1774, his wife having died and there being a severe depression in Lewis; he took Alexander with him. A few months after their arrival the American revolution began; his father was commissioned in the loyal forces and the boy was taken to his friends in

the Mohawk Valley. In 1778, when conditions in the valley became difficult for Loyalists, he was sent to Montreal. He was one of the first refugees from the revolution, soon to be followed by some 80,000 more Loyalists who are depicted on the 10c stamp of 1934 (SG 333, SS 209) and the 32c of 1984 (SG 1124, SS 1028). Amongst these was the Iroquois leader Molly Brant (SG 1194, SS 1091) who ensured her people supported the Loyalist cause throughout the war.

The Young Fur Trader.

He spent a short time at school before joining a fur trading company as a clerk. After five years in the office in Montreal, he was sent to Detroit where his trading with the Indians was so impressive that he was offered a share in the business if he would go to trade in the north-west in 1785. Mackenzie readily agreed, it would be an adventure and could lead to fortune if not fame; in the event it was to lead to both. He was placed in charge of the partnership's efforts at Ile-a-la-Crosse, in what is now Saskatchewan, when the fur trade was in a state of intense development.

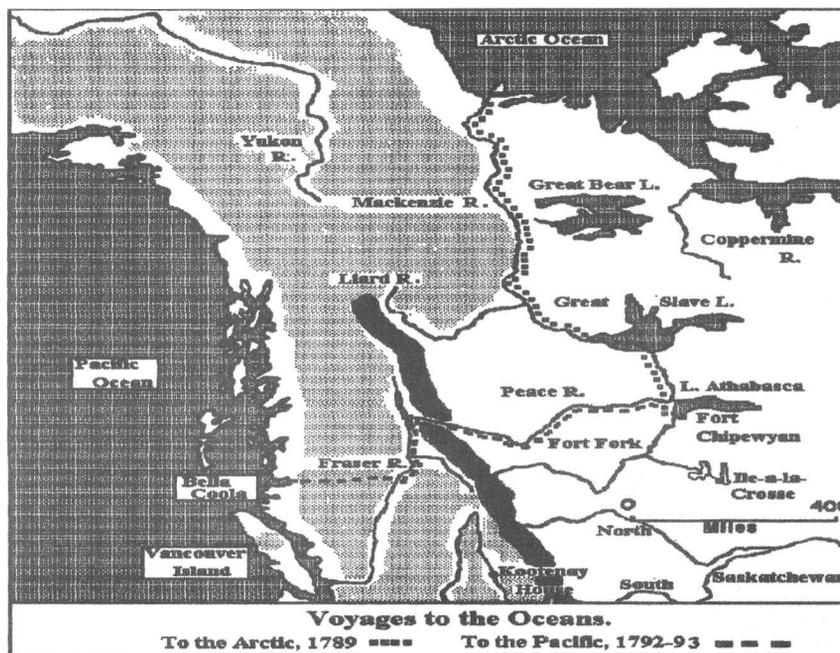
Following the demise of French influence, after Quebec became a British colony in 1763, the Montreal fur trade stagnated for some years, then it was revived by French, English and Scottish 'Pedlars'. Pedlars were so called by the Hudson's Bay Company (HBC) men because they carried their goods to the Indians to trade, using forts established

inland; whereas the HBC still mainly relied on the Indians coming to the Bay. After the colonial revolution some Montreal Pedlars, including Mackenzie's firm, turned northwards, as part of their trading grounds had been in what was now the United States.

The HBC was also now moving west, starting with the establishment of Cumberland House, by Hearne in 1774. The era of the pedlars started to end in 1784 when the North West Company (NWC) was formed to unite the traders wintering inland and the Montreal merchants in one concern to reduce competition and to improve the efficiency of their operations. It became an innovative, efficient and aggressive company. One of the partners was McGill, who helped to start the university named after him in Montreal. Not all were invited to join,

amongst those precluded was Mackenzie's firm. Thus he immediately found himself in direct competition with the strongest fur-trading company.

Whilst Mackenzie was in charge at Ile-a-la-Crosse, for two years, conflict was to lead to a further consolidation of the Montreal trade. His partnership had sent a John Ross to compete in Athabasca with the NWC. The opposition was led by Peter Pond, the first trader into that region; he had an enquiring mind and a reputation for violence. Pond had killed a man in a duel in Detroit, was suspected of having been responsible for the death of a competitor in 1782 and in 1787 a scuffle resulted in the death of John Ross. In order to reduce the dangerous rivalry, Mackenzie's partnership decided to join the NWC; he was given one of 20 shares in the expanded NWC.



To The Arctic Ocean.

Mackenzie was sent as second-in-command to Pond, at Fort Athabasca, in October 1787. He believed Pond was a murderer but also knew that he could learn a lot from him about trading, travelling, the Indians and the country. Pond had seen the river to be called the Mackenzie and believed that it flowed into the Pacific at Cook Inlet in Alaska. They seemed to have got on well; when Pond departed, in the spring of 1788, Mackenzie was left in charge and established Fort Chipewyan on Lake Athabasca. He was ordered by the NWC to search for a passage from Athabasca to the Pacific Ocean. Pond had submitted a request to the governor of Quebec in 1785 to 'protect and encourage the NWC' to expand to the Pacific and to be given a monopoly of trade on the new route. Pond had drawn maps showing what he believed was the way; whilst these were better than any others of the region they were very wrong in the suggested route and the distances involved, it was still difficult to determine longitude. He and Mackenzie must have spent hours discussing the possibilities; Pond was the spur to a willing horse, Mackenzie received his orders with enthusiasm. There are suggestions he didn't receive any orders to seek a passage.

On 3 June 1789 he set out from Fort Chipewyan with three canoes, four French voyagers, a German (no one knows why), a Chipewyan guide and six wives and hunters. In bad weather they went down the Slave River, then probed the ice along the shore of the Great Slave Lake until they found the outlet leading west. Westwards the river went for 300 miles then, to Mackenzie's dismay, it turned north. They travelled swiftly downstream, up to 100 miles a day; by 10 July they were in a large delta

with the mountains still to the west. He climbed a hill and saw the bleak pack-ice of the Arctic Ocean; this was no way to the Pacific. On 14 July he left a mark noting that they had been there (the day the Bastille fell); disappointed he turned south to be back before the winter set in. By 12 September they were all safely at Fort Chipewyan after travelling over 3,000 miles in 102 days. Mackenzie had displayed determination and stamina; he had driven his men hard and well. His efforts were rewarded by the partners allotting him two shares, out of 20, in the NWC.

The Direct Assault.

On his voyage to the Arctic he had never been able to measure his longitude; so he spent the next year in London, on leave, studying astronomy so he could better fix his position. By September 1792 he was back at Fort Chipewyan to try again to free the trade of Athabasca from the costly journey to Montreal. He knew it would be more difficult than Pond had suggested. The true longitude of Fort Chipewyan had been determined, it was 700 miles further east than Pond had calculated, and could now be related to Captain Cook's (SG 910, SS 763) measurements - Cook Inlet was 1,500 miles away. That winter he built an advanced base at Fort Fork; on 9 May 1793 he set out with six voyagers, two of whom had been on the first expedition, two Indians, young Scot and a big dog; all in one canoe with 3,000lb of cargo. The dog was used to run down young buffalo for food.

This time he went along the Peace River, westwards, hoping to cross the Rockies and find a river to take him swiftly to the Pacific. The portages on the Peace River Canyon were so hard, only 20 miles travelled in one week, that some of his men urged him to abandon

the expedition; however he kept them moving, maintaining discipline and some measure of morale. From the Peace he went up the Parsnip River and then down the McGregor to the Fraser, reaching it on 18 June; his judgement and leadership were continuously called upon, food was short, such information as he could get from the Indians was confusing and the way was harsh and dangerous. He travelled for four days down the Fraser (he was at today's Fort Alexandria, named after him) when he met Indians who advised him the way was impossible and to turn back and follow the valley of a river he called the West Road. He took their advice, although distressed by the retreat. The advice was good, but the dog was lost. By 19 July he was through the lands of the friendly Bella Coola Indians and in sight of the Pacific. He then met the Bella Bellas, but spent only a few days on the coast as they were unfriendly and his supplies were low. He inscribed on a rock: 'Alex Mackenzie from Canada by land 22 July 1793'. The rock has been found and the words re-inscribed in permanent form; it is depicted on our stamp. He just missed meeting Vancouver (SG 1286,SS 1200) who had been there seven weeks earlier.

The next day he set out on the return journey and was back at Fort Chipewyan by 24 August. On the way the dog was found, starving. His speed was amazing, outward bound he had averaged, by water and land, 20 miles a day; on the return it was 36 miles per day. All the expedition returned safely, without a shot being fired in anger. Again he had added a huge area of land to the map of the world.

Back to Business.

He spent a gloomy winter at Fort

Chipewyan recovering; he wrote 'I could scarcely close my eyes without finding myself in company with the dead'. Still only 29 and restless, he left the west the next year. He had a vision of the fur trade organised on wider and more efficient lines; on his way to Montreal he visited John Simcoe, the Lieutenant-Governor of Upper Canada, to propose a co-operative effort between the HBC, the NWC and the East India Company whereby the Bay would be used as an outlet for furs going east and the East India Company would give up its monopoly rights so that furs could go out west by the Pacific. However Mackenzie was diverted from the idea as he became a partner in the major firm in the NWC. Each spring he met the wintering partners at Grand Portage at the western end of Lake Superior, supplied them with the goods for trade, made the plans for the next year and then took the furs back to Montreal. After four years he had had enough, he found himself in conflict with his partners as his interest in a wider organisation resurfaced, Montreal would not have benefited from trade being diverted to the Bay and the Pacific. In 1779, again restless but now rich from the fur trade, he left abruptly for England.

His account of his travels was published in 1801; he was knighted in 1802. He now presented his grand plan to Lord Hobart, the Colonial Secretary; however a complication had arisen. In 1800 Mackenzie had acquired shares in a new trading company, the XY Company. He was now at its head and, in 1803, made a fruitless offer for the HBC. There was bitter competition with the NWC - there were shootings of agents and, as Daniel Francis wrote; 'prices were slashed, wages inflated and the fur country was soaked in cheap

rum'. Hobart suggested, not unreasonably, that a first step towards the plan would be for the two companies to settle their differences and combine.

Blighted Hopes.

The two companies eventually joined but Mackenzie was excluded from active participation; the NWC regarded him as a trouble-maker and not the best friend of Montreal. He turned to politics and was elected to the House of Assembly of Lower Canada in 1804. He found it boring; attending only one session in his four-year tenure. In 1805 he moved to London, in 1808 he bought stock in the HBC perhaps to try to gain control to further his plan; in 1811 he voted against the grant by the HBC of the Red River Settlement to

Lord Selkirk (SG 523,SS 397)-in both efforts he was unsuccessful. In 1812 Mackenzie married and effectively retired; his bride was rich, beautiful and aged 14, he was 48, they established their home on the Moray Firth in Scotland. They had three children, but his health was failing. He went to London for medical advice and on his way home, in March 1820, he died, aged 56, in an inn by Birnam Wood (the one that came to Macbeth). The NWC combined with the HBC the next year.

After he left the North West there was much frustration in his life, but his fame rests solidly on his two great voyages to the Arctic and Pacific Oceans. His place, as the greatest explorer of the Canadian west, indeed of the whole of Canada, is assured.



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In the August 1993 issue of 'Maple Leaves', Horace Harrison provided a comprehensive catalogue of registered RPO markings. Here he draws some interesting conclusions about two of them - Ludlow's RG-17 and RG-19.

REGISTERED RPO MARKINGS

Horace Harrison FCPS

I acquired two hexagonal Hamilton & North Western Rail Road Registered R.P.O. (Ludlow's RG-19) in September 1993; these were part of the huge Dr. Moulton R.P.O. accumulation. I have long had a nice strike of RG-19 on a cover from Port Rowan, via Simcoe, to Selkirk with a c.d.s. of the HAM & NOR WSTn R.R with indicia set 'NORTH, AP 29, 81'.(Fig. 1) Since this cover seemed to have travelled over the Hamilton & Lake Erie Railway for a short distance from Simcoe to Port Dover, I went after the two covers which seemed to have travelled over the original trackage of the Hamilton & North Western Rail Road, one North and one South bound, to and from Manitowaning on Manitoulin Island.

Imagine my surprise when, upon examining the covers,I discovered that neither had travelled over the original Hamilton & North Western trackage. Both had travelled to Toronto, where the Hamilton & North Western had never gone. The Northbound cover had left Garnet in Haldimand County on August, 1878, travelled up to Hamilton on the H & L. E. R. trackage, now owned and operated by the H & N.W.R.R and marked with RG-19 plus RR-82 dated North, AU 17, 78 and arrived in Toronto the same day, over the Great Western's Hamilton & Toronto run. There it was transferred to the Northern Railway for the run to Collingwood where it was received on

19 August, 78. The cover is further backstamped at Manitowaning, Lake Huron Au 21, 1878.(Fig. 2)

The next cover, (Fig. 3), dated at Manitowaning, Ont. JU 14, 79, and addressed to Caledonia, near Seneca on the Grand River in Haldimand County, arrived in Collingwood on 16 June. It was dispatched the same day via the Northern Rwy. to Toronto where it arrived and must have been sent by either the Great or Grand Trunk to Hamilton where, the next day, it went into the R.P.O. of the Hamilton & Lake Erie Division of the Hamilton & North Western R.R., moving South, and dropped off at Seneca, the closest Post Office to Caledonia.

I checked the Robert A.Lee sales of the Ludlow Collection and was able to pinpoint two covers, one of which is photo-copied in the Library edition of the Ludlow Collection.

Lot 310 from Sale # 68 is from Toronto on Ja 18, 80 to Caledonia and could only have received the RG-19 strike between Hamilton and Seneca.Lot 922 from Sale # 70 is also in the photo-copied exhibit in the BNAPS Library and was mailed at the R.P.O., since there is no originating postmark, and was carried NORTH on 21 June ,80 to Caledonia. There is a cover in the Ludlow exhibit (page 3-8) which originates in Toronto on NO 12, 80 to Caledonia which has a strike of

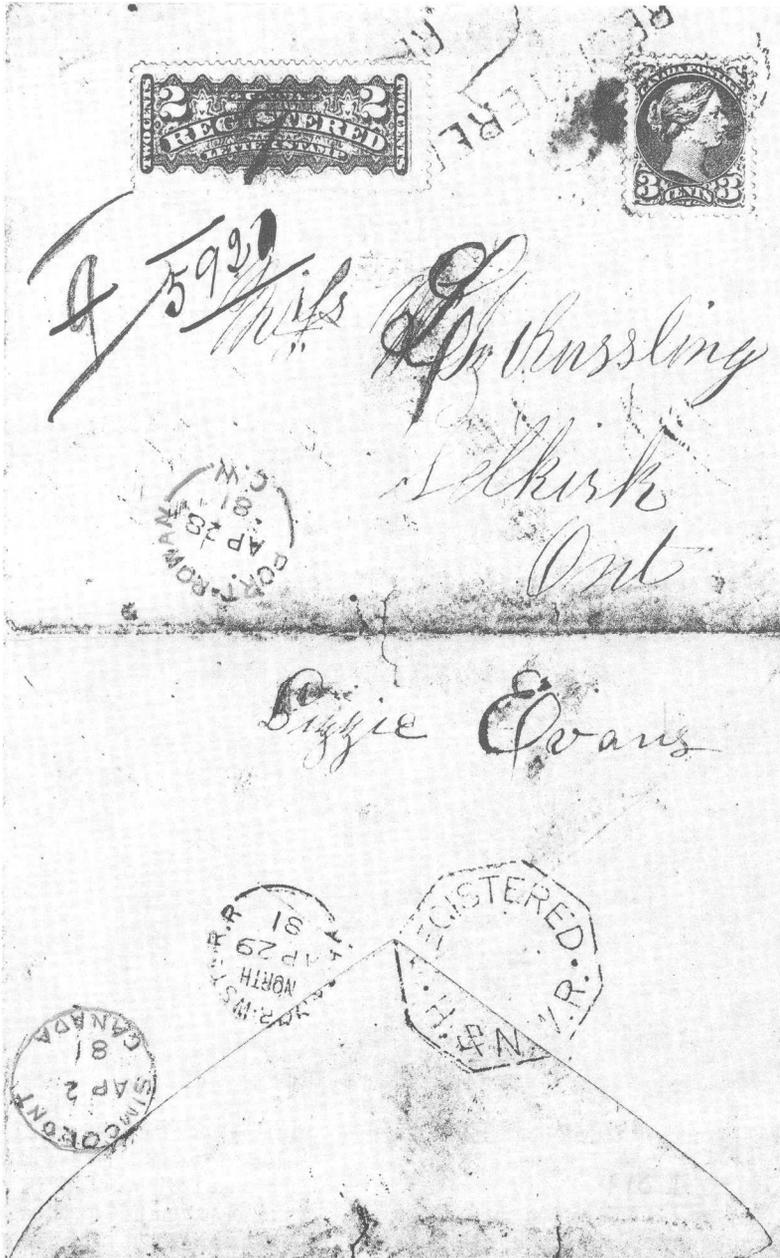


Figure
1

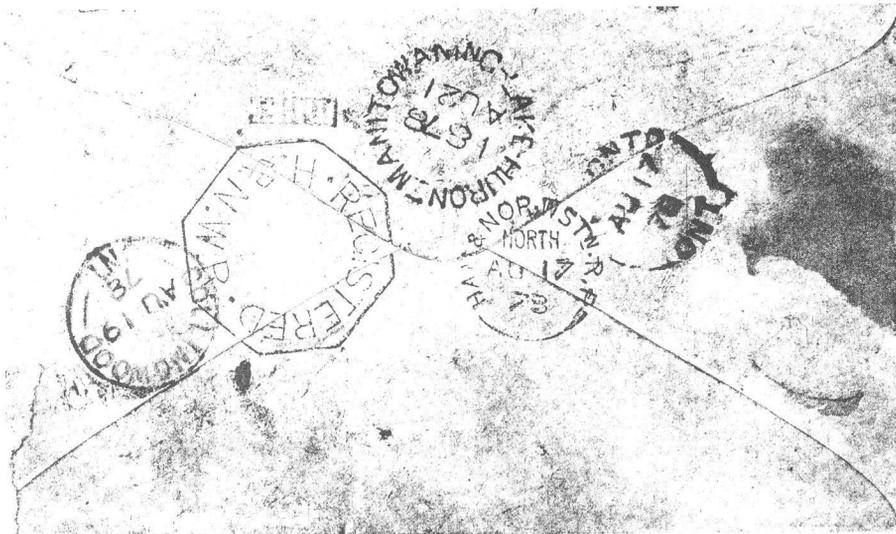
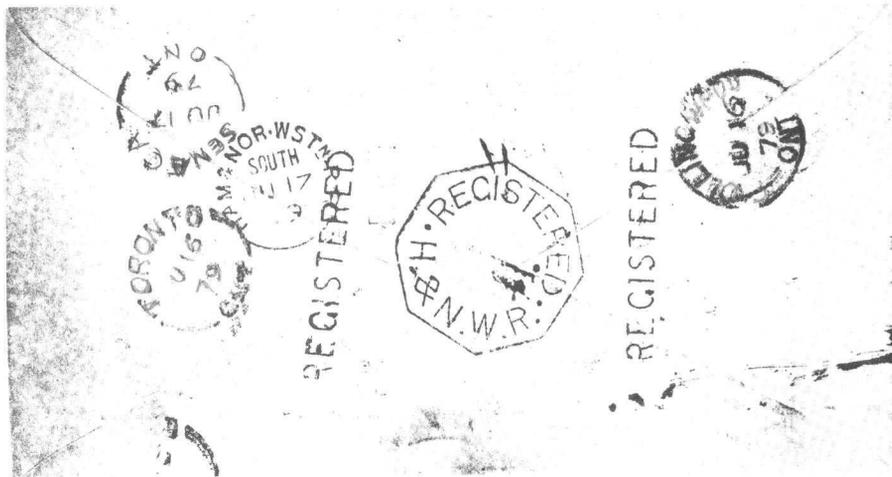


Figure 2 above

Figure 3 below



RG-19 and a Caledonia, Ont, c.d.s. dated NO 13, 80 in purple.

I have now checked the Ludlow, Moulton, and Harrison collections for late dates for RG-17. None overlap with RG-19, which was proofed, according

to Hughes, (Volume XVII, 'Proof Strikes of Canada, Transportation Part 2 etc' page 269), in July of 1878. It is my belief, based on this research, that RG-19 and associated c.d.s. were ordered from Pritchard & Andrews to replace the RG-17 and associated hammers

after the amalgamation of the Hamilton & Lake Erie into the Hamilton & North Western Rail Road. It would appear that very little mail was carried over the original trackage of the Hamilton & North Western Rail Road, which accounts for the great rarity of RG-18, which was proofed in April of 1879, but for which there is but one strike recorded on a cover dated 18 January, 1882 from Toronto Headquarters of the Ontario Board of Education to a teacher at Boston Mills, where it was received the next day.

It seems to me that the service between Hamilton and Collingwood must have been pretty slow for the Post Office to have sent the mail between Manitoulin Island and Haldeman County via Toronto when there was a direct line from Hamilton to Collingwood over the H & N.W.R.R.

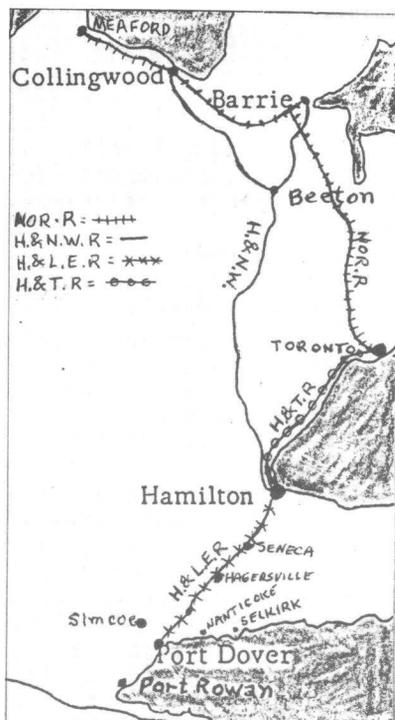


Figure 4. Sketch map of the local rail system.

References:

- 'Catalogue of Canadian Railway Cancellations.' by Lewis M. Ludlow, OTB, FCPS, FRPSL, 1982
- '19th Century Railway Registration Marks' by Lewis M. Ludlow; Exhibition page photocopies in BNAPS Library, 1988.
- 'A Canadian Railway Postal History Anthology' pp 136-146, Published by the Canadian R.P.O. Study Group, 1993.
- 'A History of Canadian R.P.O.s' by Lionel F. Gillam, FCPS, pp 79 & 80, 1967, reprinted by A.P.S. 1979.
- 'The Canadian Almanac and Repository of Useful Knowledge for the Year 1871' published by Copp Clark & Co., Toronto, 1870; list of Post Offices in Canada on 1 September, 1870, pps 70-91.
- 'Volume XVII, Proof Strikes of Canada, Transportation Part 2 ...' edited by J. Paul Hughes; published by Robert A. Lee Ltd. 1992 see pages 266,269,& 270.

Continued from p.342

sank within ten minutes. Many escaped the sinking; however the submarine (German U-86, Lt. Patzig) shelled the lifeboats. At dawn on 28 June only 24 ship's crew and C.A.M.C. personnel had survived, including Captain Sylvester. All 14 nursing sisters had perished.

References:

1. 'Hospital Ships and Ambulance Trains' - Plumridge - 1975
2. War Diary - Army Form C2118 - P.R.O. England - 1917
3. 'The Medical Services' - Macphail - 1925
4. 'Canadian Expeditionary Force 1914-1919' - Nicholson - 1964
5. Personal correspondence - . A. Mears, P. High and F. Daniel

50 Years Ago - October 1944 Kim Dodwell

On 28 February, 1944, the Hon. W.P. Mulock, Postmaster General of Canada, made a statement before Parliament covering the general situation of Canadian forces mail, during which he drew attention to the newly instituted system of Casualty Air Mail Postcards. He described how, if a man entered hospital and would be there for some time, a special card would be filled in by him, or on his behalf, asking relatives to add the words 'In hospital' to the unit address. He goes on... "This gives priority treatment throughout the whole period of transmission and wherever possible delivery is expedited by air transport without charge. The letters are routed direct to the records office in the United Kingdom or with the central Mediterranean force, instead of to his unit, thus saving time".

The card illustrated was written by a gunner in the 2nd Light Anti-Aircraft Regiment, a unit of the 1st Canadian Infantry Division, then in Italy. He wrote it on 8 October and 15 days later the card passed through the Canadian Records Office at Canadian Military Headquarters and Canadian Postal Corps office S.C.1 at Acton, London, U.K. Official figures (Mr Mulock again) give ten days as the average transit time for FPO mails between Britain and Canada, so this card would have taken about 25 days to reach Canada. Mr Mulock's figures for average forces airmail time between Italy and Canada was 24 days at the end of 1944. So much for the 'priority treatment'! Not many of these cards appear to have survived, and perhaps the reason lies in these figures.

NOTHING is to be written on this side except dates, signature, Regt No., rank, name and initials of sender in the appropriate spaces. Sentences not required may be erased. If anything else is added the post card will be destroyed.

I have been admitted to hospital and am going on well and hope to be discharged soon.

I have received your { letter dated _____
telegram .. _____
parcel .. _____ }

Letter follows at first opportunity

I have received no letter from you P 01 134
{ lately _____ }

My address is unchanged except to add "IN HOSPITAL" after my unit.

Signature only Allen E. Church

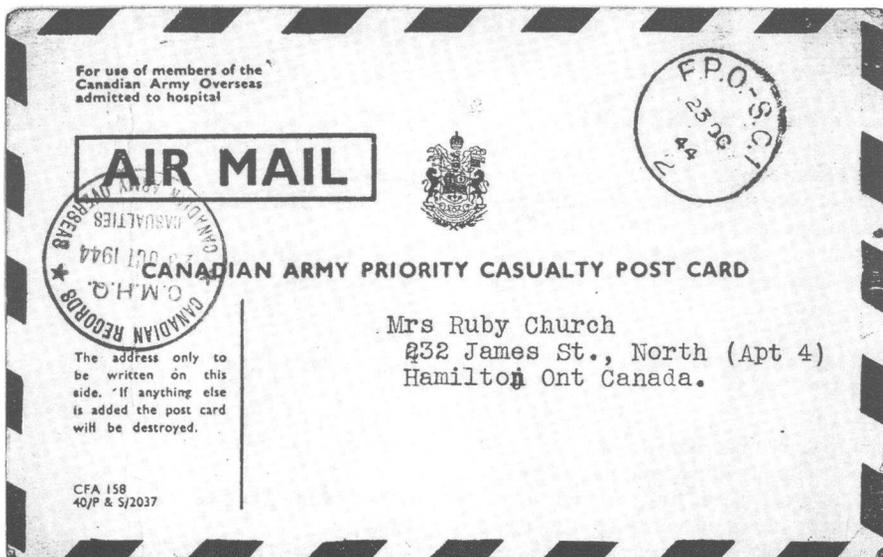
Date Oct. 8/44

Regt No. B17954 Rank Gnr.

Name and Initials A.E. CHURCH
(USE BLOCK LETTERS)

UNIT 54 L.A.A. Bty.
2 L.A.A. Regt. P.C. Bn.
C.A.C.M.F.

Above is shown the reverse of the special Casualty Air Mail Postcard. The obverse is shown on the following page. Note there is no provision for the invalid who is not doing too well!



THE POSTAL HISTORY SOCIETY OF CANADA INVITES APPLICATIONS FOR MEMBERSHIP

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SOCIETY NEWS

FROM THE SECRETARY

The Handbook

This is your last chance to make any alterations to your entry in the new edition of the Members Handbook. Any changes must be with me by 11 November.

FROM THE PACKET SECRETARY

The packet has been re-started and several circuits are operating. There is still a great need for material; part books or items on card are welcome. General books should be of a maximum £200 in value and specialised or single reign £125; this will greatly aid composition of packets. The insurance limit on the packet is £850 so I aim to have about eight books and ten members to a circuit list. The current circulation list needs updating so, if a member wants to see the packet and has not seen one for a year, please write to me. Also, if you wish to change the details of material you require, please write. If a member wishes to be removed from the list, please let me know, even if this has been done before, as this will avoid the problems of refused packets.

FORTHCOMING EVENTS

1994

Oct. 11-16 Autumn Stampex, Royal Horticultural Halls, London

Oct. 17 The London Group meet*

Nov. 21 The London Group meet*

Nov. 24 Wessex Group: 'Recent Acquisitions'

Dec. 19 The London Group meet*

1995

See * below for the London Group meetings

Sept 8-10 BNAPS Convention, Edmonton.

Sept 20-23 CPS of GB Convention, Bournemouth

1996

Aug 30-Sep 1 BNAPS Convention, Fort Worth, Texas.

Sep 11-14 CPS of GB Convention, Station Hotel, Perth

International Exhibitions

1995

May 10-15 FINLANDIA 95, Helsinki

Sep 1-10 SINGAPORE 95 Singapore

1996

Jun 8-16 CAPEX 96, Toronto

Sep 27-Oct 6 ISTANBUL 96, Istanbul

Nov 1-15 GREECE 96, Athens

1997

Apr 11-20 NORWEX 97, Oslo

May 29-Jun 8 PACIFIC 97, San Francisco

* The London Group meet on the third Monday of the month. At the time of going to press the full programme had not been finalised. Details can be obtained from Colin Banfield: 081 500 5615.

Wessex Group details from Dorothy Sanderson: 0794 523 924

SOUTH WEST GROUP

A small but enthusiastic band gathered, under Neil Prior's supervision, at the
Continued on p 359

LETTERS TO THE EDITOR

THOSE SPRAY-ON CANCELS

Gerry Churley has been waging what seems to be a one-man campaign with Canada Post over their ugly spray-on cancels, though one feels probably 95% of our membership are entirely sympathetic to his views. In the August issue we published a letter from Canada Post to the effect that their equipment was capable only of producing single lines by means of dot matrix. Since then Gerry has passed us examples of the spray-on cancels printing two lines. Respected philatelic writer, Ken Lake, saw Gerry's letters and this was his response....

Kenneth Lake

I was most interested in Mr Gerry Churley's letters (April and August 1994) and have taken up this matter with our own Royal Mail.

In Britain, ink-jet 'OCR' optical recognition readers have been in use for some years, applying the information to the cover well away from the stamps.

Now, experimental Royal Mail ink-jet printers can apply traditional cancellations - with circular datestamp and slogan - to the stamps. These machines have not at present been put into post offices, but they will be once the technology has been perfected.

The aim is to continue to provide the type of postmark that the public, and collectors, expect. Canada Post indicates that it has given up this aim, and will stick to the present primitive 'Multi-Line OCR' (which gives only a single line of text) for both information and the cancellation of stamps.

I think Mr Churley has good cause to go back to Canada Post, and that his complaints should be strongly backed by all philatelic organisations with an interest in Canadian postal markings.

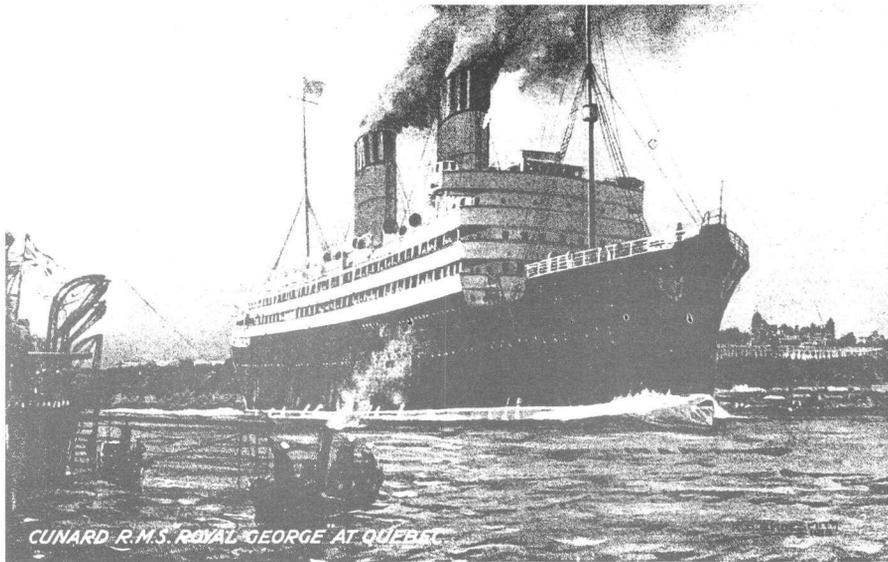
David H. Whiteley

FIRST CANADIAN EXPEDITIONARY FORCE

With reference to Colin Campbell's article in the June 1994 issue of *Maple Leaves*, 'A Card From R.M.S. Megantic - 1st Contingent - 1914', I have in my trans-Atlantic collection a reddish sepia card produced apparently by the Canadian Northern Steamship Line of the R.M.S. Royal George, bearing in blue, the following inscription *PRINCESS PATRICIA'S CANADIAN LIGHT INFANTRY, 1st Regt. raised for Canadian Contingent European War, 1914. Every man of this Regt. has seen Imperial Service. Left Canada for Europe September, 1914.* This inscription, together with the message on the reverse, which is reproduced below, and the circular date stamp of Levis Quebec /PM/ SP 30/ suggests that the R.M.S. Royal George was part of the convoy referred to by Mr. Campbell. The card is addressed to Miss Mildred Mitchell P.O. Box 31 Rivers Manitoba with postage being paid with a 1 cent Admiral cancelled with a Berri obliterator.

The card reads as follows:-
Wednesday Sept 30. 1914

This is a picture of the big ship that is going to take us across the ocean. Thought we would be away by now but we are here. Yet we embarked on Sunday expect we will leave the docks to night.



Quite a number of transports are anchored up the River and we will sail tomorrow if ready. It will be a fine sight with the cruisers escorting us across. Best wishes to Dad and mother love to Edith and self Old Tom.

It would appear that the R.M.S. Royal George was part of the initial convoy and would have arrived at some port in Great Britain about the middle of October, 1914. *

I am also enclosing another set of photos that were presented to returning service men at the end of hostilities by the Cunard Line. This is a mint set of six post cards of Cunard Liners in a brown envelope, with the following inscription:-

To Comrades From Overseas.

The Cunard Steamship Co., Ltd., in wishing you a safe and pleasant voyage back to your homeland, desire to express

their unbounded admiration of your great fighting qualities and the sacrifices you have made in all theatres of the war.

Peace Year, 1919

**Ged Taylor's letter in the August issue confirmed that 'Royal George' was indeed part of the convoy, which arrived at Plymouth on 16 October, 1914. Unfortunately, Mr Whiteley's brown envelope will not reproduce satisfactorily but we have illustrated the 'Royal George' postcard, one of the set of six to which reference has been made.*

Jonathan Rosen,

ADMIRAL SHADES

Recently I acquired, at auction, Sc112 the 5c violet Admiral with full Type D lathework in a block of four. This block stands out in three ways:

1. It is very well centred, most 5c lathework blocks come off centre.



5c bright violet Admiral with full Type D lathework.

2. It shows 100% of the lathework; most come with only 60-80% lathework.
3. I believe it is the scarce bright violet shade. Certainly it is a very striking shade which stood out when I compared it to other 5c violets.

At the auction the block was bid up to a considerable sum, a reflection of its great beauty and rarity. This leads me to say that I strongly disagree with Bob Bayes' statement regarding Admiral shades in the June issue. Rare shades will always be sought after and will sometimes command large premiums, which is as it should be.

Editor's note: Mr Rosen's was the only letter of dissent received in respect of Bob Bayes' dismissal of Admiral shades. We are surprised but assume that all the other Admiral enthusiasts have been on holiday!

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Alan Spencer

FIRST CANADIAN EXPEDITIONARY FORCE

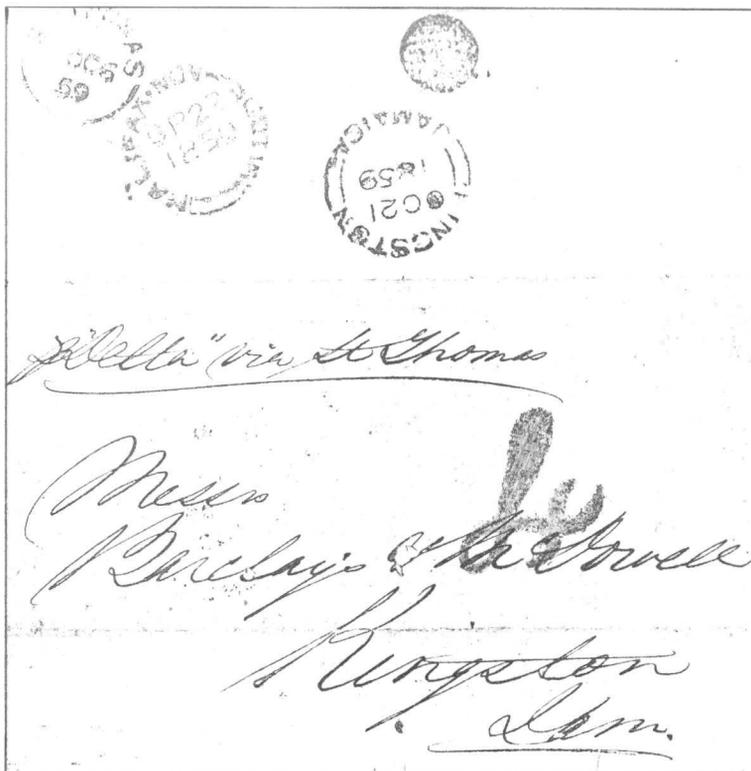
I recently acquired a post card similar to that illustrated in the August issue, along with two other 'real photograph' postcards of the fleet. These cards were numbered '2' and '3' (does anyone have number 1?) and printed by Abrahams & Sons, Devonport. The photographs

would appear to have been taken on board one of the ships.

Colin Campbell, in the June issue, refers to the Canadian Overseas Expeditionary Force postmark. My example is dated 4 October, 1914, on an envelope addressed to: Headquarters, Southern Command, Radnor House, Salisbury. There are no other postmarks or indications of origin. I hope these notes may be of interest.

HALIFAX PACKETS TO THE CARIBBEAN

In the August issue we published a letter from Jim Macaskie, but had no room for the relevant illustration, here it is:



Entire from Halifax, N.S., to Kingston, Jamaica

BOOK REVIEW

Just A Few Lines - The Story of Canada's First Railway, Lionel F Gillam, FCPS

Available from the Handbooks Manager at £10 including p&p.

From the author of 'A History of Canadian R.P.O's' and 'Canadian Mail by Rail 1836 - 1867' we have this latest volume which is the culmination of more than 30 years' research by Mr. Gillam, aided by members of the Canadian Railroad Historical Association, into the history of the Champlain & St. Lawrence Railroad.

'Just A Few Lines' is essentially a railway history but it is described in the context of a much wider tapestry covering the contemporary political scene, the wheeler-dealers and, in the later years, the commercial opportunists and competitors in Canada and the United States. Furthermore, there are details of the locomotives and rolling stock with information about their manufacturers on both sides of the Atlantic. Pen-portraits of the entrepreneurs, surveyors and engineers involved in the construction and operation of the Champlain & St. Lawrence add a human dimension to the tapestry.

In contrast to the author's previous works, which focus on the transportation of mail by Canada's railways, this volume deals with the widest spectrum of the history of Canada's first steam railway, primarily covering the period from its inception in 1832 until the 1850's, followed briefly by its absorption into the Grand Trunk Railway system in 1872. Part of that

spectrum is the role which the railway played in the carriage of mail.

The depth of Mr. Gillam's research is evidenced by his exposure of numerous, long-perpetuated, factual errors and the book contains a detailed index and a useful bibliography. Dedicated to the memory of Omer Lavallée, C.M., Canada's pre-eminent railway historian, this 144 page book, published in A5 format on matt art paper with cast-coated cover, is attractively priced at £10. It is recommended to anyone with an interest in the history of Canada's early railways and is obtainable from the author at 66 East Bawtry Road, Rotherham, South Yorks, S60 4BU.

Brian Stalker.

Continued from page 354

Bristol Philatelic Federation's annual convention in Portishead on Sunday 14 August.

There was strong support from the South Wales contingent with Neil, Eric Needs and Colin Lewis all showing material. David Sessions returned to his old haunts from sunny Worthing with a few sheets to round off some three hours of entertainment.

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New Members

2703 Birtwell A D. Moorfield Farm, Soyland, Ripponden, W Yorks, HX6 4NX

Resigned

2483 Hess J C 761 Jaffray G B

Deceased

1815 Johnson A J 482 King C A

Removed from Membership - Unpaid Subscription

2651 Bailey J M	2459 Dodier R	2506 Grant Duff B	2683 Longley W
240 Martin T S	2567 Negus D V	2616 Noble B	2562 Parkinson J M
2600 Saunders D R	2667 Saunders K W	2611 Warr K	1370 Wolff A W

Change of Address

2532 Hardie W G L. Change post code to 'V2R 3C2'
1413 Lea W E. 3 The Mount, Esher, Surrey, KT10 8LQ
2702 Ritzer R.P.O. 115, Maplewood, N.J. 07040, USA
1684 Sanderson Dr D. Change post code to 'SO51 5UU'
2674 Thompson R. 115 Rue de la Gauchetier Ouest, Apt 116, Montreal, Quebec, Canada H22 1Y2.
2480 Warr B C J, c/o Robert's Arm Pharmacy Ltd, Robert's Arm, Green Bay,
Newfoundland, A0J 1R0
759 Lowe, R. Flat 1, 23 Bodorgan Rd., Bourmemouth, BH2 6NQ

Change of Interest

1631 Belle L H. Add 'RM, SD'
2421 Berkowitz J, Add 'SOA'
2643 Mitchell K. Delete existing interests and add 'SOA'
2702 Ritzer R, Add 'PH, PL'
2674 Thompson R. C, CR2, DC, P,

Revised Total 481

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