

290



Maple Leaves

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CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN*

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2003

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EDITORIAL

The Editorial in the last issue talked of the approach of summer and an accompanying spate of congratulations. Well, the summer has done us proud here in the UK and the congratulations continue.

Member Hank Narbonne has been elected to the Royal Philatelic Society of Canada's Board of Directors and Ted Nixon has been awarded Fellowship of that Society. In the field of literature, the 8th National Literature Exhibition was held in New Zealand where 'Maple Leaves' received a silver award in the periodicals section. The Society's publication 'Canada Small Queens Re-Appraised', by John Hillson, was also awarded silver in the monograph section. The full list of Society successes will be found under 'Palmares' on page 175.

The Canadian Aerophilatelic

Society has produced commemorative covers marking the 50th anniversary of the entry of the DH-106 Comet into service with 412 Squadron of the RCAF. Two different pictorial stamp labels were used and covers were flown from Ottawa to Dubai and back. Covers are available from Dick Malott (16 Harwick Crescent, Nepean, ON, Canada, K2H 6R1) at \$10 each. By the time you read this, sets of nine covers autographed by the nine pilots will also be available at \$55, having been flown over Ottawa by the Snowbirds team. Alternatively, single covers, signed by all nine pilots, are offered at \$30.

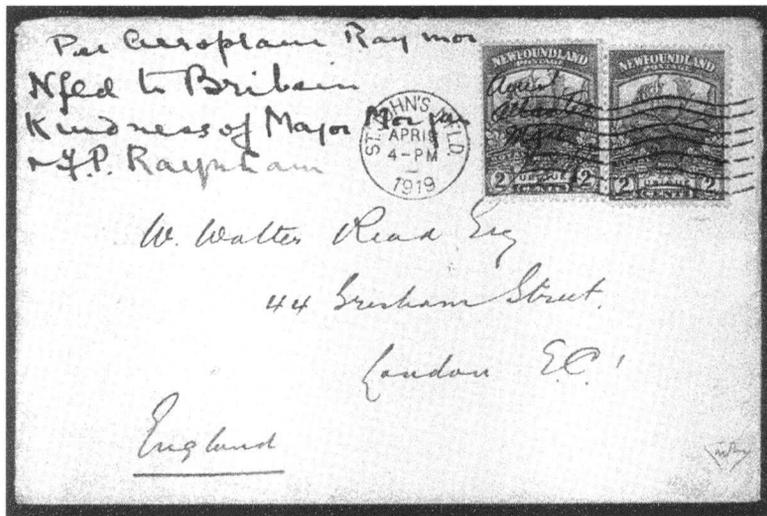
In this issue, among other goodies, we feature an article on mail from the shipwrecked 'Eros'. This is a direct result of a splendid response by members to a query on the 'Letters'

Continued on page 173

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Other highlights include, Australia with 1920 "Ross Smith" vignette covers including the famous cover bearing stamps of ten nations visited en route; China with 1920 Handley Page demonstration flights from Tientsin to Peking and return; Egypt with 1914 Marc Pourpe and 1918 Cairo to Delhi R.A.F. survey flight covers; Italy with 1911 (Sept.) Bologna to Venice first Air Mail card; Balbo stamps including the 5L. 25 + 19L. 75 with overprint omitted, 5L. 25 + 44L. 75 "Volo di Ritorno", to mention but a few.

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THE MISS SMITH CORRESPONDENCE, BISECTS AND QUADRISECTS

George B. Arfken and Charles G. Firby

When New Brunswick issued its pence stamps on 6 September, 1851, the postal rate to the United Kingdom was 12d stg, 15d cy per $\frac{1}{2}$ oz. As the pence stamps came in 3d, 6d and 1 shilling denominations, the 15d rate could be paid with a 1 sh and a 3d. Three of these early 15d covers and one double rate 30d cover have been reported¹. None of these was addressed to Miss Smith.

On 1 August, 1854, the rate was cut to 6d stg, $7\frac{1}{2}$ d cy per $\frac{1}{2}$ oz. There was no way that this $7\frac{1}{2}$ d rate could be paid with 3d and 6d stamps. Two and a half months later Nova Scotia Postmaster General Woodgate sent a circular to his postmasters authorizing the bisection of the Nova Scotia 3d (and only the 3d) to help pay the $7\frac{1}{2}$ d rate to the U.K. (and only for this rate to the U.K.)². We have

no evidence that the New Brunswick Postmaster General ever authorized the bisection of the New Brunswick 3d but bisection happened and was accepted. There was no authorization but there was tolerance. And widespread tolerance was a de facto policy.

We show three Miss Smith covers with different franking to cover the time period of the pence-franked covers and to illustrate the games that the mailer (Charlotte?) was playing. Figure 1 shows a mourning cover posted in St. John about 15 November, 1855. The 6d and bisected 3d were cancelled with the St. John '1' grid and the cover sent to Halifax for the Cunard steamer *Asia*. This was the time of the Crimean War. Cunard service to New York had been interrupted but service to Boston and

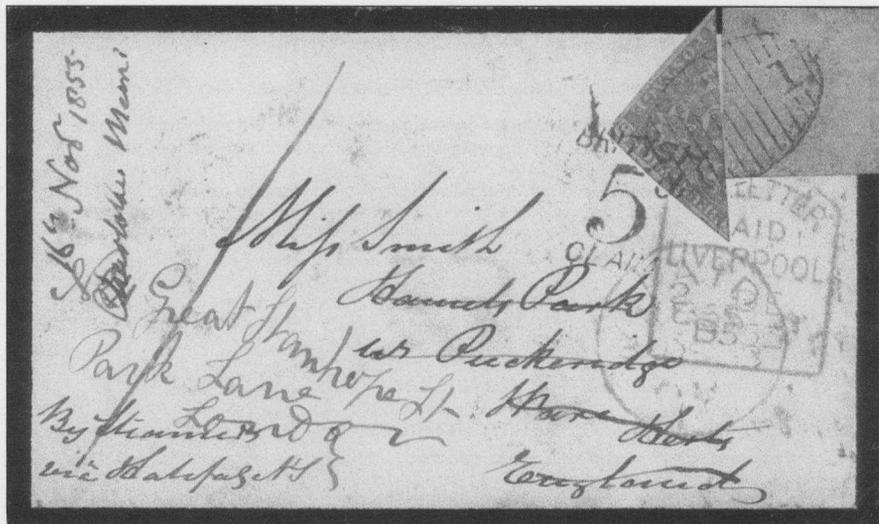


Figure 1. An early Miss Smith cover, 16 November, 1855 with a docketing of 'Charlotte'. The 3d bisect was not authorized; it was tolerated. Courtesy of Warren S. Wilkinson.

Halifax continued. The BRITISH 5d on the cover is the British claim for 5d stg. The dates on the red LIVERPOOL PAID and the circular PAID markings are hard to read but there are WARE DE 3 1855 and DE 4 green backstamps. The cover was readdressed and forwarded with a charge of 1d. The docketing, upper left, suggests that the writer of this Miss Smith correspondence was named Charlotte.

One of the most spectacular New Brunswick pence covers is illustrated in Figure 2. This cover was posted in St. John on 12 July, 1858, and sent to Halifax for the Cunard *Arabia*. There is a LONDON PAID date stamp JY 26 58. The cover is franked with two 6d - 3d bisect combinations. It could have been paid with a 1sh and a 3d. We speculate that Charlotte took the cover to the post office with only the 6d - 3d bisect on the right. She was told that the cover was over ½ oz. and another 7½d was required. The friendly postal clerk sold her the 3d

and 6d stamps and bisected the 3d for her. Charlotte affixed the second 6d - 3d bisect combination on the left very artistically. We note that the two 3ds are different, bright red on the right, dull red on the left. Miss Smith had now settled down in Mayfair, London.

Our third Miss Smith cover is in the 'you wouldn't believe it' category. From St. John, 16 April, 1860, the cover went on the Cunard *Niagara* out of Halifax. Offloaded at Queenstown, Ireland, the cover was rushed by train to Dublin and Kingstown, by ship across the Irish Sea to Holyhead and by train to London³. There is a red PAID 30AP60 LONDON. The trip is remarkable enough but look at the stamps! The 7½d was paid with a 6d and a 6d bisected and then the halves were bisected. It's a 6d quadrisection. Apparently, when it came to stamps, it was 'anything goes'. This incredible combination came out of New Brunswick's largest post office, went through Halifax and was accepted in London⁴.



Figure 2. A double rate Miss Smith cover, 12 July, 1858, paid with two 6d - 3d bisect combinations. Courtesy of Warren S. Wilkinson.

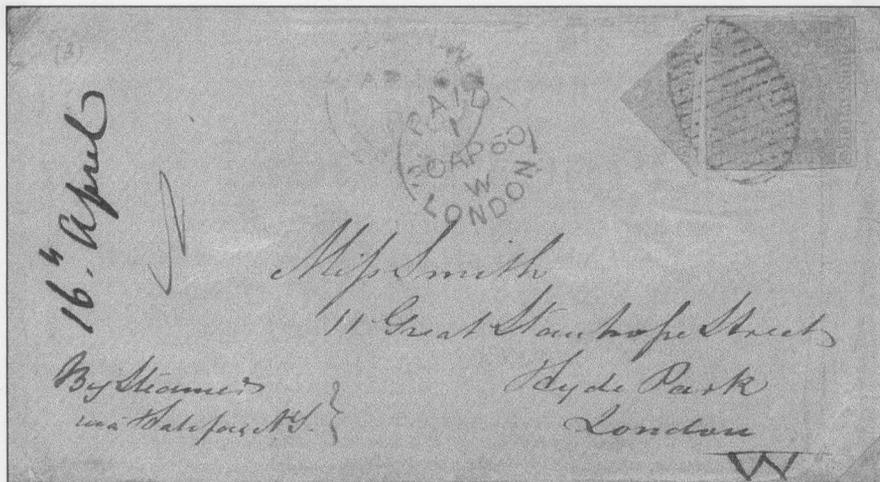


Figure 3. The last pence-franked Miss Smith cover, 16 April, 1860, franked with a 6d and a 6d quadrisection. Courtesy of Warren S. Wilkinson.

Including the Miss Smith correspondence, Firby's census of New Brunswick pence covers¹ lists 36 bisect covers from St. John to the U.K. One writer has stated that the bisect covers were 'favour' covers coming from the smaller post offices. As Saint⁵ has pointed out, these covers from St. John, New Brunswick's largest post office, sharply contradict that derogatory 'favour' label.

There are at least 17 pence-franked Miss Smith covers. Despite the high 15d for ½ oz. there may have been earlier Miss Smith covers paid in cash. There may be later Miss Smith covers paid with decimal denominated stamps. Perhaps other readers can extend the Miss Smith correspondence and even answer the question, Who was Miss Smith?

All three of these covers are from Warren S. Wilkinson's gold medal exhibit and we are grateful to him for the privilege of showing them here.

References

1. Arfken, George B. and Firby, Charles G., *The Pence Covers of Nova Scotia and New Brunswick, 1851 – 1860*, in press.
2. Argenti, N. *The Postage Stamps of New Brunswick and Nova Scotia*, London, 1962, Quarterman Publications, 1976.
3. Duckworth, H.E. & H.W. *The Large Queen Stamps of Canada and their Use, 1868 – 1872*, V.G. Greene Foundation, Toronto, 1986.
4. The Specialized Catalogue of Canadian Stamps 2003 lists 6d quadrisection covers at \$35,000.
5. Saint, Ron, *Bisects on Cover*, PHSC Journal No. 100, pp. 80-81, December 1999.

Editor's note:

The question 'Who was Miss Smith?' remains but her address 'Great Stanhope St' (No 11) is now known as 'Stanhope Gate', which runs between Park Lane and South Audley St.

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GOVERNMENT OFFICIAL MOURNING

L.D. (Mac) McConnell

Official stationery used by government departments is normally stampless and, generally, quite uniformly dull. The covers are often long, legal sized and do not fit easily onto an album page.

However, four times in the past 150 years an event has happened which has caused deviations from the norm. At these times the envelopes carried a heavy black edge of mourning following the death of the reigning sovereign.

Throughout the British Empire/Commonwealth it has marked respect for Queen Victoria in 1901, King Edward in 1910, King George V in 1936 and King George VI in 1952. The period of use seems to have varied but in the case of Victoria and Edward VII it lasted until just prior to the ensuing coronation.

Some of us may need to be reminded that (i) the coronation does not take place in the year of accession and (ii) coronation day in 1937 was that originally planned for Edward VIII.

It is not only government departments involved with internal administration that have been affected. The practice extends to the embassies, consulates and to the Diplomatic Corps of each Dominion etc. Indeed, in 1952 the Commonwealth delegations to

international bodies such as the United Nations also complied.

Examples of official mourning covers from some of the Dominions and Colonies are relatively easy to find but others are more elusive. Canada seems to fall into the latter group.

There may be bundles of Inland Revenue correspondence or Department of Agriculture returns of the appropriate dates littering the prairies of Canada but experience shows that they seldom appear on this side of the Atlantic.

So that you, dear reader, may know that these notes are not just morbid fiction three covers will illustrate the practice.

Fig 1 is a Department of Agriculture cover with the first type keyhole 'FREE' mark. It has mourning edges in 1901 in consequence of the death of Queen Victoria. The facsimile enabling signature is that of W. B. Scarth, Deputy Minister of Agriculture.

Fig 2 is a cover from the Department of the Secretary of State with a large, third type, keyhole 'FREE' used in July 1910 following the death of King Edward VII.

Fig 3 is a 1936 cover of more manageable proportions from the office of the Governor General during the

<i>Sovereign</i>	<i>Acceded</i>	<i>Coronation</i>	<i>Death</i>
Queen Victoria			22 Jan. 1901
King Edward VII	22 Jan 1901	20 July 1902	6 May 1910
King George V	6 May 1910	22 June 1911	20 Jan. 1936
King Edward VIII	20 Jan. 1936	abdicated 10 Dec. 1936	
King George VI	10 Dec. 1936	12 May 1937	2 Feb. 1952
Queen Elizabeth	2 Feb. 1952	2 June 1953	—



Figure 1 above and, left, the logo on the envelope flap.

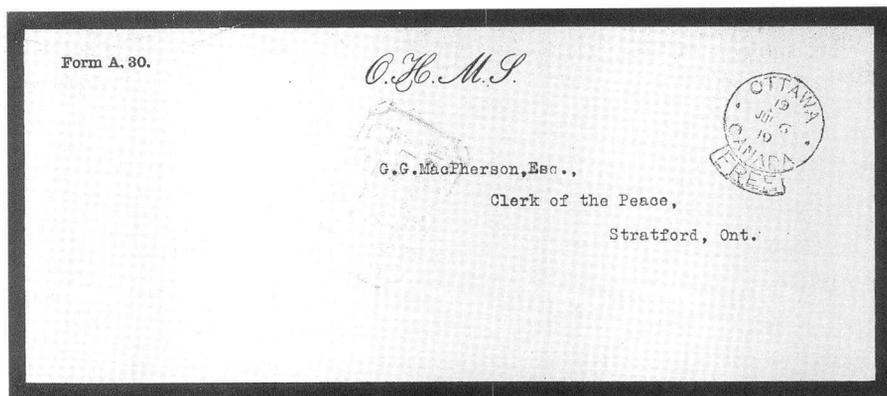
period of mourning for King George V. The authorising facsimile signature is that of F.L.C. Pereira, Assistant Secretary.

The first two covers, being Canadian internal mail, were carried free by virtue of the keyhole hand-stamps. The third cover was to the UK and, being external, required a 3¢ stamp.

As these are official government stationery it is my contention that they are legitimate postal history rather than social philately.

Figure 2 below with legend from the envelope flap.

CANADA.
DEPARTMENT OF THE SECRETARY OF STATE.



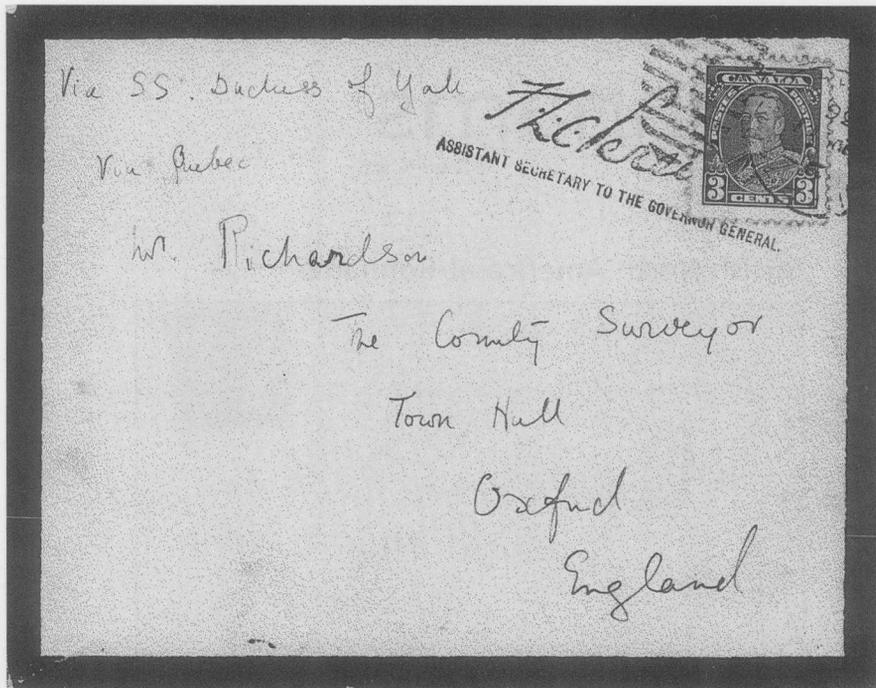


Figure 3

STRUCK THROUGH CLOTH – A POSTSCRIPT

Following publication of his article in the April issue (p59), 'Mac' McConnell came across a short article on the subject in relation to the practice in Britain. Written by John Forbes-Nixon, it appeared in the journal of the Postal History Society. The following is an extract from the article, we understand that no reader response was forthcoming in relation to the question posed in the third paragraph.

The tedium of datestamping mail and cancelling adhesives by hand must have been enormous, and it was not until 1857 that the first tentative experiments

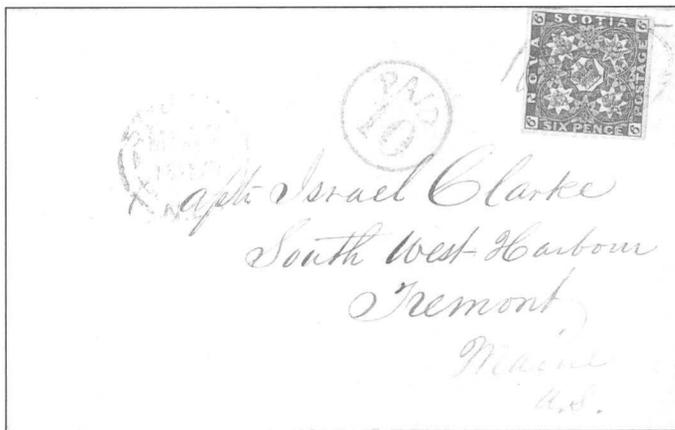
for machine cancellation were made, and years after this before adoption of any satisfactory system.

A postal clerk could achieve only two or at the most three strikes before having to re-ink the handstamp. There is evidence that at certain places the handstamps were wrapped in cloth, whereby a return to the ink-pad would only be required after eight or ten strikes and the resultant strike would clearly show the texture of the cloth on the imprint.

Did this cloth covering have official blessing in the form of an experiment, or was it just the result of initiative of individual postal clerks to save time and trouble?

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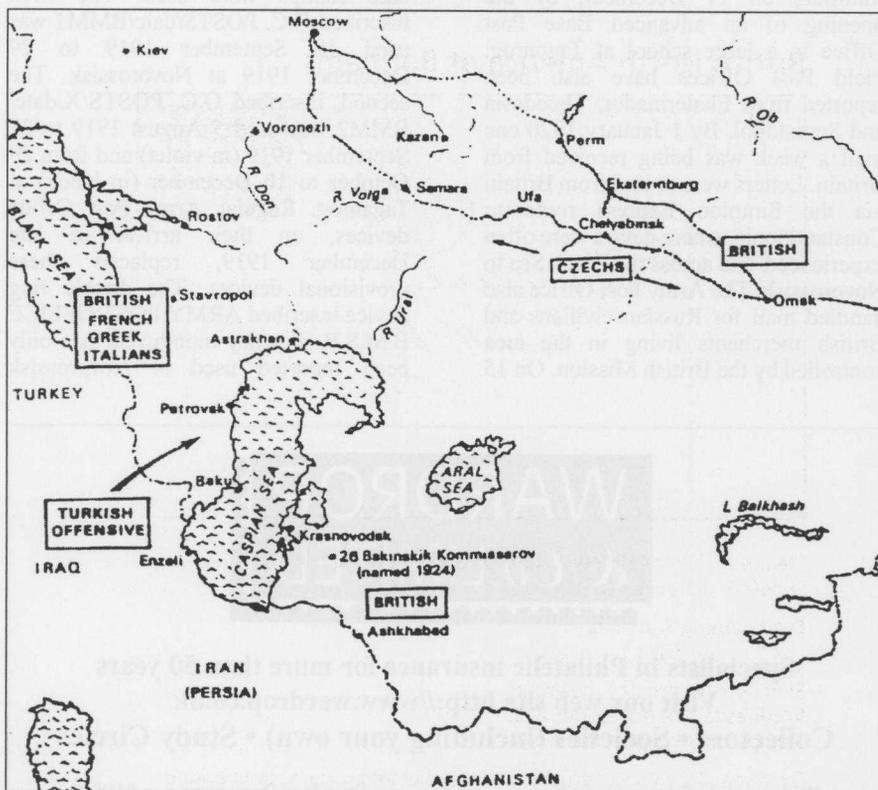
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THE BRITISH MISSIONS TO RUSSIA 1918-1920 (PART IV)

Canadian Soldiers and Airmen in Southern Russia: 1918-1920 (5)

David Whiteley



Sketch Map of South Russia, showing disposition of allied forces. 1918. (Not to scale)

Postal Arrangements

On 11 February, 1919 a Post Office Circular (London) announced that unregistered mail and parcels could be sent, subject to censorship, to Odessa, Sevastopol, Novorossisk, Ekaterinador, and Caucasia. A subsequent circular dated 9 September, 1919 stated that

letters destined for South Russia should be addressed c/o 'British Military Mission South Russia, Army of the Black Sea.' Letter rates were 1d. per ounce and post cards were 1d. Meanwhile an improvised postal service had been established by 9 August, at the Russian end, by the Chief Signals

Officer. He continued to operate the postal service until the arrival of Army Postal Service personnel under the command of Lieutenant E.H. Griggs who, on 16 December 1919, established the Base Army Post Office in a cement works in Novorossisk. This was followed, on 17 December, by the opening of an advanced Base Post Office in a large school at Tagonrog. Field Post Offices have also been reported from Ekaterinador, Theodosia and Sevastopol. By 1 January 1920 one mail a week was being received from Britain. Letters were routed from Britain via the Simplon Express route to Constantinople, where delays were often experienced, and across the Black Sea to Novorossisk. The Army Post Office also handled mail for Russian civilians and British merchants living in the area controlled by the British Mission. On 15

May, 1920 Lieutenant Griggs relinquished his appointment following the termination of British aid to the White Russian Forces.

Several cancelling devices and cachets have been identified. During the provisional period two circular skeleton date stamps were used. The first, inscribed O.C. POSTS/date/BMM1 was used 18 September 1919 to 29 December 1919 at Novorossisk. The second, inscribed O.C. POSTS/X/date/BMM2 was used 5 August 1919 to 27 September 1919 (in violet) and from 29 October to 10 December (in black) at Tagonrog. Regular Army Post Office devices, on their arrival in late December 1919, replaced these provisional devices. The double ring device inscribed ARMY POST OFFICE B.M.S.R. 1/A/day month/year has only been reported used at Novorossisk

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between 2 January 1920 and 8 March 1920 and then between 20 April and 20 July 1920. The air services operating in conjunction with the British Mission were allocated a large 36mm diameter double ring device inscribed BRITISH AVIATION MISSION * SOUTH RUSSIA * (Firebrace BMR 11). It has been seen with a London postmark and a date of 25 July 1919. A further device, a black 37mm circular cachet inscribed CAMP COMMANDANT * B.M.M. NOVOROSSIK */REF No...../Date....., has been noted used on documents (Firebrace BMR 12). Another cachet seen only on stationery, is a five line unframed cachet in black, 27 x 54mm BRITISH MILITARY MISSION/BASE MEDICAL STORES/NO...../Date...../SOUTH NOVOROSSISK RUSSIA (Firebrace GBMR 31). The Red Cross supplied specially endorsed stationery with a circular cachet BRITISH MISSION * SOUTH RUSSIA * surrounding a Red Cross with the address of 2, Rue Anadolou, Pera, Constantinople. (Firebrace BMS 1).¹³¹ No example of any of these devices has been seen on mail matter written by Canadians or addressed to Canadians in South Russia to my knowledge.

As there could be some cross over between the British Mission to Deniken's Forces and the British forces to the southeast in the Black Sea – Caspian Sea theatre, some mention of the postal markings allocated to that command should be listed. On the cessation of hostilities, in November 1918, the War Office dispatched 27 Division from Salonika to Batum. The division began embarking from Salonika on 16 December, reaching Constantinople on 19 December. The leading elements of the Division, including 80th Brigade Group, the 2/6th Gurkha Rifles of 80th Brigade and the

84th Punjabis of 81st Brigade, reached Batum on 22 December, where the Division took over control of Georgia, Armenia and Batum Province from 70,000 Turks. By 24 December the leading troops reached Tiflis where they linked up with the 39th Brigade at Baku. By 19 January the greater part of the Division, including its Base and Field Post Offices, with the exception of its Divisional Train which did not arrive until 8 February 1919, had reached Batum and Divisional HQ was established at Tiflis. The Division remained in southern Russia until August 1919 when the Division, with the exception of 80th Brigade, was withdrawn. The 80th Brigade did not leave until July 1920.

The Division, by this time, comprised mainly Indian Army units but they retained the British cancelling devices. The standard double ring F.P.O. date stamps with appropriate numbers were used: F.P.O. D. 27 – Division HQ; (reported between 14 January and 12 August, 1919) F.P.O., T.27 – Divisional Train; (reported between 26 February and 16 August 1919); A.P.O. R. 27 – Divisional Railhead (skeleton d/s). The three Brigades used F.P.O.s 80, (reported between 28 December 1918 and 14 April 1919), 81 (reported between 10 January and 22 March, 1919) and 82 (reported between 7 February and 22 March 1919). F.P.O. 80 was absorbed by A.P.O. S.X. 22 in April 1919; F.P.O. 81 and F.P.O. 82 were absorbed by F.P.O. T.27 in March 1919. From February 1919 Indian Army F.P.O.s 406, 408, 409, and 410 were allocated to 27 Division. I.F.P.O. 406 was allocated to 80th Brigade, Batum, (reported between 29 April 1919 and 6 June 1920). I.F.P.O. 408 was allocated to 81 Brigade, Tiflis, (reported between 8 February and 27 July, 1919). I.F.P.O. 409 was allocated

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O.A.S. Letter to Liverpool, Nova Scotia from Batoum, South Russia, cancelled with a British FIELD POST OFFICE 80/A/2 FE/19 d/s. (allocated to 80th Bde. 27 Division which arrived Batoum December 1918). Rectangular black Type 7 (Proud & Firebrace) PASSED BY CENSOR No. 465 with signature Lt. Mitchell. (Type 7 censor devices brought by 27 Division to South Russia from Salonika). Author's collection.

to 81 Brigade, Krasnovodsk, (reported between 18 March and 10 July 1919). I.F.P.O. 410 was allocated to 81 Brigade, Petrovsk, (reported between 26 June and ? July 1919).¹³² A.P.O. S.X. 22 was transferred as a stationary Base Office from Salonika and opened in Batum in December 1918.

A number of censoring devices were also allocated to the British forces in South Russia, these were all of the rectangular type CM7 (as illustrated by Kennedy & Crabb and by Firebrace). The numbers are believed to have run from 1 - 1400 but only the numbers 1 - 560 were issued to units in Salonika.

Censor device CM7 465 has been reported in Batum in February 1919.

From the above it can be seen that mail from members of the British Mission could be found with any of the foregoing combinations of cancelling and censoring devices as is the cover illustrated (above).

References

131. All of these date stamps and cachets are illustrated in Firebrace at p.203.

132. Firebrace pp42-45 & 102.



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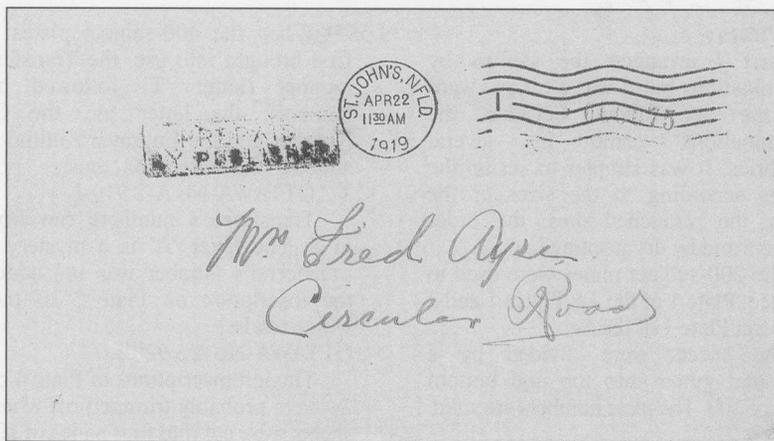
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NEWFOUNDLAND VIGNETTES (2)

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Here is an interesting black rectangular boxed marking, presumably made by a metal handstamp device, which I have not seen reported previously. The marking appears quite similar to that

Continued on page 155



POSTAGE DUES 1906-1928

Part A (2)

The Yellow Peril

Photos by Susan So

The Plates

At first I arranged the stamps by denominations but it was a bit awkward for me to follow because the denominations came in several categories. It was simpler to set up the stamps according to the sizes of the plates, the retouched dies, the order numbers and by dry printings.

The 200-subject plates were used to produce: Plate 1 of the 1¢; Plates 1 and 2 of the 2¢; Plate 1 of the 5¢.

The sheets were divided by a horizontal gutter into top and bottom panes of 100. The plate numbers are solid.



2¢ Plate 1.

The plate inscription on the 200-subject plates consists of the 'OTTAWA' imprint and a plate number: OTTAWA-No-1.

When the 400-subject plates were first brought into use, the Transferrer's number (letter 'T' followed by a number), the letter 'A', the Order Number and the Engraver's initial were added to the inscription, thus:

T-2 OTTAWA-No A-2 919-I

Transferrer's numbers run from 1 to 8. The letter 'A' is a mystery. The transferrer's number was not added to the inscription on Plate 3 of the 2¢ which reads:

OTTAWA-No A 3 920B

The left inscriptions of Plate 4 of the 2¢ were probably trimmed off when the sheets were cut into four panes of 100.

On the 1925 Retouched Die plates, the Transferrer's number was replaced by the initials 'L.B.C.', i.e.

L.B.C. OTTAWA-No A 3 919 0

During a period of about two years the inscription was supplemented by a letter. The first to appear was 'H'. 'P' made a later appearance being lightly etched in front of the inscription. The probable reason for the letter was to indicate that the plate had been carefully inspected before the proof was made.

The 400-subject plates were used to produce Plate 2 of the 1¢, Plates 3 & 4 of the 2¢ and Plate 2 of the 5¢.

The sheets (20 x 20) were guillotined (horizontally and vertically) between the 10th and 11th rows into four panes of 100.

Opposite page: 2¢ Proof Sheet of 200 with 'OTTAWA-No-1' inscriptions (Opposite stamps 50-70 of upper and lower panes). NATIONAL ARCHIVES OF CANADA, POS-4025.

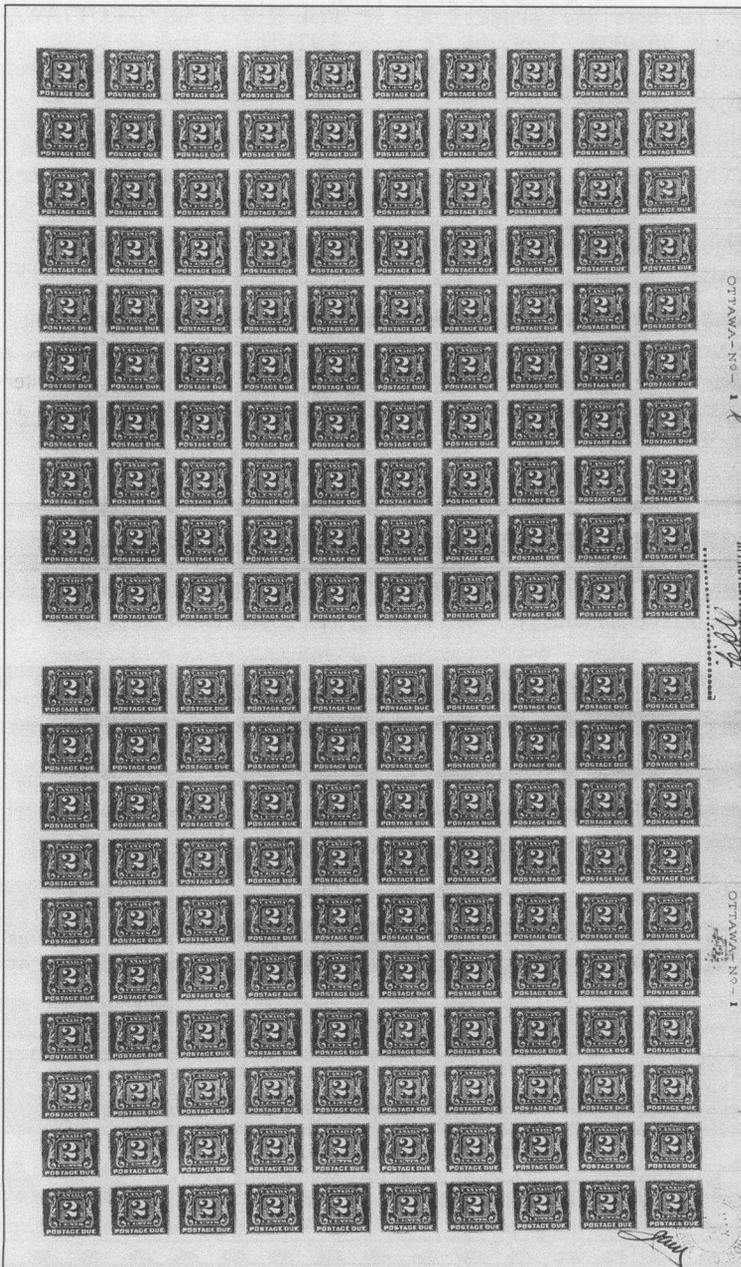


Plate numbers are single line and, except for Plate 3 of the 2¢, the Transferrer's number precedes the different plate numbers. For Plate 2 of the 1¢ it is 'T-8-OTTAWA-No A-2 919-I'; Plate 4 of the 2¢, 'T-2-OTTAWA-No-A-4 920-I' and

Plate 2 of the 5¢, 'T-4 OTTAWA-No-A 2 921 H'.

Stamps from the 400-subject plates are quite interesting and worth discussing – especially the Pyramids and R-GAUGES of the 1¢ and 5¢ and the two types of lathework on the 2¢.

From Plate 2 of the 1¢ there were approximately: 1,210,000 stamps, printed in
 3,025 sheets of 400 and cut into
 12,100 panes of 100
 Pyramids on two top panes 6,050 pyramids
 R GAUGE on lower left pane 3,025 R GAUGES

From Plate 2 of the 5¢ there were approximately: 1,580,000 stamps, printed in
 3,950 sheets of 400 and cut into
 15,800 panes of 100
 7,900 pyramids
 3,950 R GAUGES

According to these figures, there are about 30% more 5¢ Pyramids and R-GAUGES than there are 1¢ ones. In

actual fact, the ratio is more like 300 5¢ Pyramids and R-GAUGES to every one 1¢ Pyramid and R-GAUGE.



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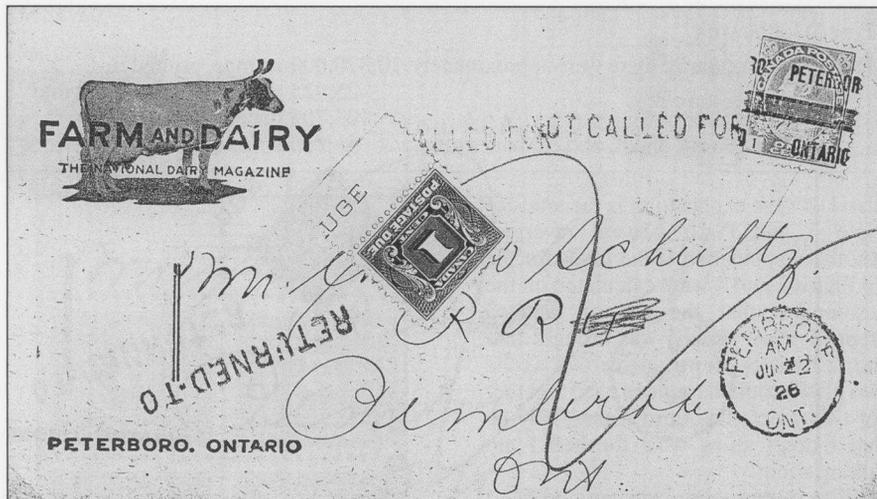
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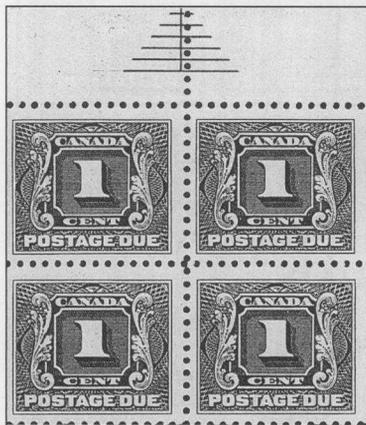

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Pyramid (left) and R-GAUGE (above) from Plate 2 of the 1¢.

Pyramid however. The stamps were printed by the 'wet' process. The thin paper of the 1¢ and 5¢ is from Plate 2.



The illustrated examples from Plate 2 of the 1¢ are the only 1¢ Pyramid and R-GAUGE I have seen in 35 years. My Canada Specialized Catalogue does not list them at all. It does list the 5¢

Lathework

Two types of lathework, 'A' and 'D', as illustrated, appear on Plates 3 and 4* of the 2¢ value.

The Type A lathework runs from opposite stamps 11 to 81 on each pane.

The Type D lathework runs from opposite stamps 1 on UL to 91 LL pane.

Based on the approximate quantities given and my calculations therefrom, there are more than twice as many Type D's than Type A's. This is definitely not the case. From my experience as a dealer and now a collector, I find that it is the other way around. There are far more A's

Type A Lathework

From Plate 3 of the 2¢ there were approximately: 4,700,000 stamps, printed in
11,750 sheets of 400 and cut into
47,000 panes of 100

Lathework on UL and LL panes gives: 23,500 strips of Type A lathework

Type D Lathework

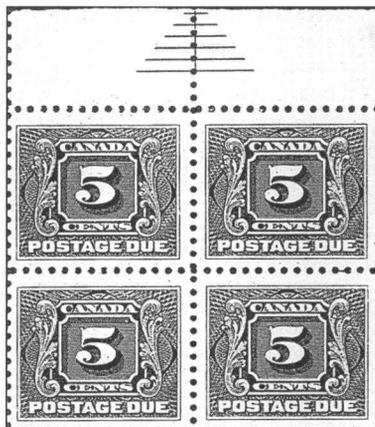
From Plate 4 of the 2¢ there were approximately: 10,370,000 stamps, printed in
25,925 sheets of 400 and cut into
103,700 panes of 100

Lathework on UL and LL panes gives: 51,850 strips of Type D lathework

than D's. One explanation is the totals of Plate 3 and Plate 4 were reversed. Another explanation is the totals for the 2¢ Plates 3 and 4 were calculated on the assumption that the use of Plate 3 stopped when Plate 4 was brought into use. This is by no means certain as the two plates could have been used together for two years. The third reason may be that I don't know what the hell I am talking about!

The stamps were 'wet' printed but a few stamps from Plate 4 are believed to have been dry printed. The thin paper variety is from Plate 4.

*Illustration of Plate 4 (type D) will appear in the next issue of ML.



Pyramid (above) and R-GAUGE (next page) from Plate 2 of the 5¢.

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2¢ Plate 3, Type A lathework (left). A rejoined strip of ten from the upper pane showing 'OTTAWA No-3 920B' plate numbers.

NEWFOUNDLAND VIGNETTES (2)

Continued from page 149

noted as Canadian Type 848 in Fred Jarrett's 'Stamps of British North America' (Quarterman Publications, 1975, p.495). Jarrett's examples were from 1880 but this is a later version from St. John's in 1919.

The unsealed (printed matter) cover also bears the number '000075' in the upper right which may have designated the amount of postage expended for accounting purposes (1¢ circular rate). Publishers in Newfoundland were allowed special 'franking' privileges and could prepay postage for bulk mailings without the use of postage stamps.

JOHN LEWIS CHILDS INC.

Readers may have wondered what happened to the postcard showing John Lewis Childs' seed house featured in Vignette no. 1. Pressure on space led to its omission and we hasten to feature it in this issue on page 149.

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THE MAIL SERVICE DURING THE KLONDIKE GOLD RUSH (3)

Neil Prior

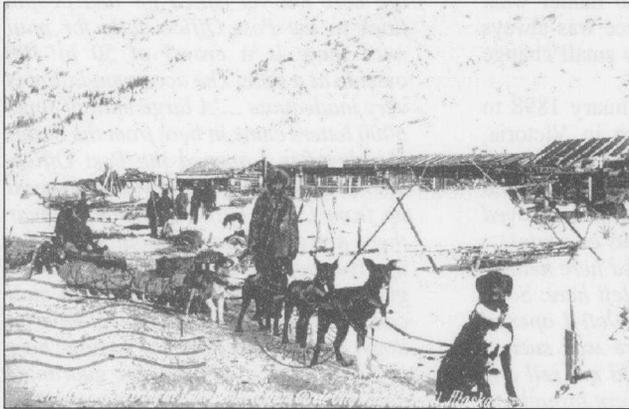


Figure 15. Postcard of Ben Atwater arriving at Lake Bennett from Circle City with US Mail, after a 650-700 mile trip.

The 'Fastest Dog Team in the Klondike' was reputedly that of Ben Atwater, who carried United States mail between Bennett and Circle City, 150+ miles downstream from Dawson, via Dawson (Figure 15). He was also the mail contractor for the winter route between Nome (on the Bering Strait) and Skagway, a distance of around 2,300 miles.

The receipt of incoming mail, and the transmission of outgoing mail in the early years was, at best, somewhat haphazard due, especially in the winter months, to the prevailing weather conditions, when temperatures were known to have reached -70 degrees.

Records show that the following dog-teams reached Dawson during the winter of 1897-98 with varying amounts of mail: 10 October 1897 - 2 bags; 6 January 1898 - a few government letters; 26 February - 18 bags; 28 March - 1 bag; 31 March - 6 bags; 3 April - 6 bags, and 16 April - 9 bags.

As far as outgoing mail was concerned, a private contractor, 'Klondike Mike' Mahoney, advertised his intention to make the trip from Dawson to Skagway with 3,500 letters at a dollar a letter. He left Dawson on 11 December 1898, and arrived in Skagway 14 days later. The post office inspector asked him if he would take over the Canadian mail contract, as the original contractor seemed unable to fulfil the contract. Mahoney agreed on a price of \$4.00 a pound to take almost a ton of accumulated mail. On 1 February 1899, he set out with four sleds, 22 dogs, and three other drivers, arriving with the mail in Dawson on 28 February, 27 days later.

Receiving letters was also a problem for the individual prospectors, as every resident had to collect his own mail. Some waited vainly in line for three days, until the price for a place in the queue rose to \$5.00. Women made wages holding places for prospectors

who could not afford to spend time waiting for their letters.

The supply of stamps was also so inadequate that the Mounties who were in charge were forced to limit them to two per customer and, no matter what the denomination, the price was always 25 cents, as there was no small change in the community.

In a letter dated 7 January 1898 to the Post Office Inspector in Victoria, Dawson Postmaster and Mounties Inspector Frank Harper stated 'Referring to yours of Sept. last received yesterday (four months plus en route) ... to date no mail has arrived here neither has there been any mail left here. Soon after my arrival here (10 Oct) I opened up a post office. ... there was such a demand for stamps I could not sell any only for the letters that were brought to the Post Office, and now all I brought in are all gone, viz. \$100 worth, so when the mail goes out I will send the currency for the letters that are not stamped ... to Victoria, all the letters for the States that I can stamp I will send as directed to Dyea, but those for the States I cannot stamp, I intend sending through to Victoria with the currency for them. I would recommend a large supply of

envelopes Stationery etc. You cannot obtain anything of the sort here. As yet I have no date stamp. The business of the Post Office here is assuming large proportions. Several thousand letters are here not yet called for and people flock to the Post Office daily for mail until there is a crowd of 50 to 100 outside at a time. The accommodation is very inadequate ... A large mail of some 6000 letters came in here from the States shortly after I opened the Post Office, also a great many letters have arrived up from Circle City this winter. I hear there are eleven sacks about 450 miles up river coming on the ice, but when it gets here it is hard to say, and no mail can leave until that gets in as we have no dogs. The current price for postage here is \$1 an ounce ... does not guarantee delivery, but only reasonable exertion to forward the letter ... some correspondents have paid as high as \$100 per letter for guaranteed delivery at the earliest possible moment (presumably taken out by favour by a private individual).'

When the railway from Skagway was completed right through to White Horse and opened in the summer of 1900, the White Pass & Yukon Railway



Figure 16. Postcard of the White Pass & Yukon stage en route to Dawson. The box under the driver states 'Royal Mail No. 25'.

Company was contracted to carry the mails. In 1901, they acquired the winter mail contract between White Horse and Dawson. An 'Overland Trail' was built in 1902 by the Company, constructing culverts, bridges and ferries. They had to overcome difficulties caused by glaciers, snowdrifts, landslides, and muskeg on this 330-mile route, the first stage leaving on 2 November 1902 (Figure 16).

Road Houses were eventually established every 20 miles or so, where fresh horses were kept, and refreshments and overnight accommodation for the passengers was provided.

For a few years in the late 19th

century, Dawson was the largest Canadian city west of Winnipeg, and the most expensive in North America. Eggs cost at least \$1 each, milk was \$30 a gallon, liquor \$50 a bottle, and books at least \$50.

It has been estimated that \$500,000,000 worth of gold was taken from the Klondike during the gold rush years, when gold was \$15 an ounce (Figure 17). It is now (at the time of writing) around \$350. Gold was still being found in commercial quantities well over 60 years later, and is still being found today, although the large companies have left.

Continued on page 176

The Officer at the Boundary Line will see that the Seals are Unbroken

Office of the Comptroller
TUE. 4 1905
DAWSON

№ 3376

Free Certificate

FOR THE EXPORT OF GOLD

This is to Certify that *Seattle National Bank*

is entitled to export *562 ⁵⁰/₁₀₀* ———— ozs.

of Gold in *one Poke*

Marked *S Nat Bank*

Per *A.P. Exp Co.*

Dated at Dawson, this *4th* day of *July*, 1905.

A. P. Jones
Comptroller.

This Certificate must be shown to THE POLICE

Figure 17. Free Certificate for the export of 562 1/2 ounces of gold in one poke, to be carried by the Alaska Pacific Express Co. This was then worth about \$8,500 and would now be valued at almost \$200,000.

THE 'EROS' WRECK COVERS OF JUNE, 1940

Kim Dodwell

The 'Yellow Peril's' query on the 'SALVED FROM THE SEA' mark on his cover of May, 1940, brought interesting replies in the July issue, and more information has come up since. The Editor has asked me to collate this.

'Mac' McConnell's letter is very informative, and I will not repeat all he and Dean Mario wrote. Mac has researched further and come up with more useful facts; also the Editor has passed on to me an important letter from Jim Kraemer which arrived too late for the July issue.

'Eros' sailed from Montreal in stirring times. Germany had very recently conquered Denmark, Norway, Holland and Belgium, and was at that moment over-running France. The British Expeditionary Force was being evacuated from Dunkirk, many arriving home with only the clothes they stood up in. The threat of invasion was imminent and the Local Defence Volunteers (LDV, later Home Guard) had only shotguns and pitchforks. To meet the acute shortage of rifles in our hour of need, Canada sent us her stock of Ross Rifles. Superseded by the more effective Lee Enfields, they were still a huge improvement on pitchforks. All 75,000 of them were sent to Britain in the early summer of 1940.

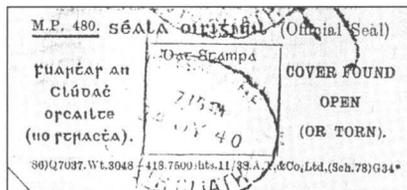
Jim Kraemer reports that, in addition to vital copper and ferro-chrome, 'Eros' also carried small arms as cargo. My guess that these were the vital Ross Rifles is supported by details 'Mac' gives of the great efforts made to save the ship after she was torpedoed. A salvage expert was sent to the scene by aeroplane, followed by a special Salvage Steamer, the 'Ranger'. The 'Eros' crew worked like Trojans to beach the ship,

and then get her to Birkenhead.

'Eros' was only four years old in 1940, turbo-electric, and built to carry fresh fruit quickly home from the West Indies. She was too speedy to be constrained by the so-called 'fast' convoys of 12-15 knot ships, so sailed as an 'independent', without escort. With a vital cargo and, nearly home, she would have been doing her fastest when she had the ill-fortune to cross the path of another boat in a hurry.

Hans Rösing, in the Type VIIB submarine U-48, was an experienced and successful U-Boat captain, in command of a Group sent to intercept an important troop convoy off Cape Finisterre. U-48 had been delayed by engine trouble, and Rösing was racing to catch up with his Group when he sighted 'Eros'. He gave her one torpedo and, doubtless thinking he had finished her off, went on his way (he sank three more ships before catching up with his Group, but they never did find that important convoy).

As described in July, the first mail bags to leave the ship were washed out of her hold and ended up in Dublin (BAILE ATHA CLIATH). I have only come across three examples with the 'Recovered from the Sea' mark struck across the front and the Irish bilingual M.P.480 Official Seal tied by either a circular or oval datestamp. That dated 23 JY 40 is round, while two of 26 VII 40 are oval.



Recovered from the Sea

The commonest mark on 'Eros' mail (it outnumbers by far all the other wreck marks found on Canadian WWII mail put together) is the 'SALVED FROM THE SEA' mark already illustrated in the April and July issues, also in June, 1990. For short, I will call it 'SFTS'. Hopkins in his 'A History of Wreck Covers' describes it as "a new type of marking". 'Mac's cover in the July issue, with its LIVERPOOL RETURNED LETTER OFFICE of 3 AU 40 mark is the first clue I have seen as to where this recovered mail was processed. Jim Kraemer reports the mail as amounting to several hundred bags each containing over 200 letters. To deal with such a quantity quickly would have needed at least two if not more handstamps, and a careful examination of the marks, which come in either black or purple, shows that this was the case. Look at the positioning and shape of letters such as the 'F' in 'FROM', the 'H' in 'THE' and the 'S' in 'SEA'.

SALVED FROM THE SEA

Compare the above with the similar marking on MacMcConnell's cover illustrated on p129 of the July issue.

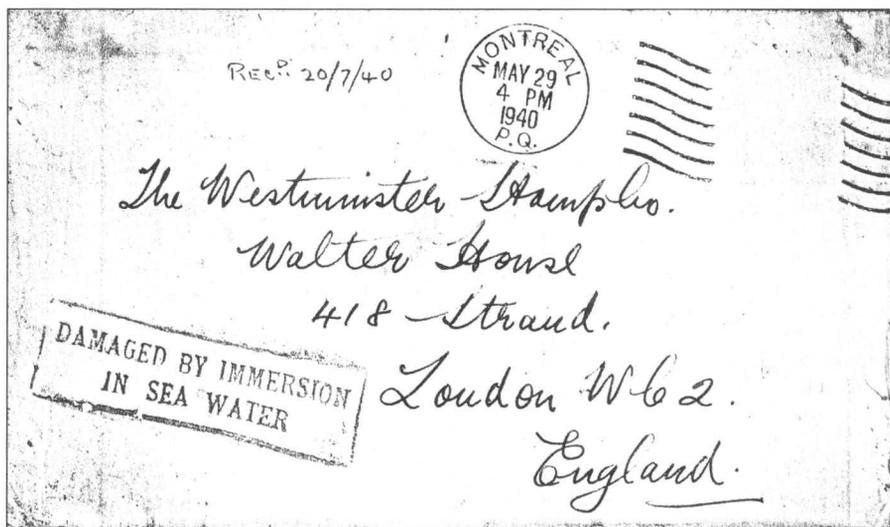
Jim Kraemer reports the 'Eros' mail as having been mailed in Canada between 21 and 24 May, but there would appear to have been a quantity of Late Mail accepted before she sailed on the 30th. I have a SFTS cover posted NIAGARA FALLS 27 May and Hopkins describes one dated Montreal 12.30 P.M. 28 MAY.

More Late Mail was marked with an entirely different wreck mark. Described by Hopkins elsewhere as 'the usual British framed cachet', it had been used in British POs for years, but I have only seen three examples on 'Eros' mail. The mark is in two lines, boxed 55mm x

15mm and reads 'DAMAGED BY IMMERSION / IN SEA WATER' in purple (hereafter DBIISW). Two of them (as were some SFTS covers) have been re-sealed with the usual brown GPO tape (it is of interest to note that this tape has the insignia of a queen's crown, evidently unchanged since Victoria's day, although the initials are 'G.R.'). All three covers were posted in Montreal, one on 28 May, and two on 29 May (the last at 4 PM). All three DBIISW covers I have seen show 'constant flaws' and were, without doubt, applied by the same hand stamp and, it follows, at the same place. All are addressed to London. So far, so good, but now comes the puzzler. One of the three has no back mark on the seal tape. Another has a P 125 seal struck with a LONDON 87 cds of 19 JLY, but the third has two clear GLASGOW 21/18 JY cds, plus a LONDON receiver of 19 JY 40. Why the Glasgow routing?

My guess is that these three DBIISW covers were in two 'Late Mail' bags, and on the 'last in - first out' principle were some of the bags described by 'Mac' as being unloaded at Belfast, before the rest of the mail went on to Birkenhead to receive the SFTS mark. The DBIISW handstamp was used in Belfast on still damp mail (all three impressions are smudgy), and the bags were then forwarded to London and Glasgow (the latter possibly by mistake?) for final treatment. All this is complicated, and possibly far-fetched in more sense than one - other theories welcomed!

In conclusion, the 'Eros' mails must constitute one of the most interesting groups of Canadian WWII mail. A cover (and SFTS are quite readily available) gives a direct link to a significant episode in a momentous period in our history. My pleasure in them is heightened by the knowledge that there were no casualties in this torpedoing.



Even the U-Boat Captain, Hans Rösing, who unintentionally provided this philatelic feast, survived – against long

odds – and ended full of years and honours as a Konteradmiral in the post-war German navy.

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CANADA C-9 VARIETIES (12)

1946 AIRMAIL STAMP

Bill Pekonen

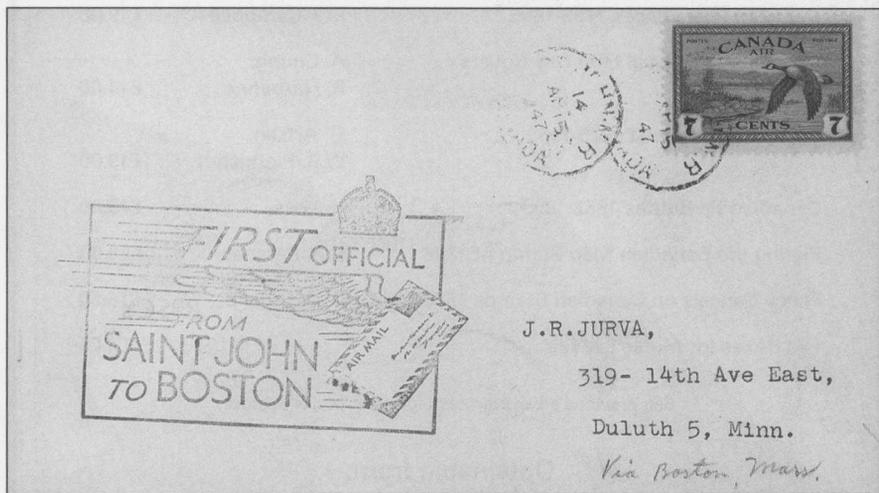
First Flight Covers

The other matter to be dealt with is the first flight covers. They have not been discussed in detail, mainly because these covers are a specific use of the stamp. There is not much doubt in anyone's mind, however, that the development of increasingly larger size aeroplanes during WWII put a new focus on how mail would be delivered in the future. Yes, there were pigeons, balloons, dirigibles and smaller aeroplanes before the war, but each had its limitations.

During WWII, because of the need to keep up armed services' morale, people were encouraged to write letters. Armed forces personnel similarly wrote

letters in return. This factor considerably increased the volume of mail to be delivered at both ends. Shipping losses due to enemy submarines operating in the Atlantic Ocean resulted in heavy mail losses, defeating the goal of maintaining morale. Another answer was needed.

The need to send aircraft to England for use by the RAF in the war effort became quickly evident. This need translated into the creation of the 'Atlantic Bridge' (as H. E. Guertin described in his book). In July 1940, Canadian Pacific Air Services proposed and organized an 'Air Ferries Department' to meet that need. This evolved first into Royal Air Force Ferry



Privately prepared cover with official cachet from St. John, N. B. to Duluth, Minn. via Boston, Mass. This cover is probably philatelic, but it is different from others in that it was sent from Canada to an address in the USA. Many covers can be found which were carried on the flight but were destined to an address in Canada. This somehow violates the intention of the flight for mail carrying purposes. The stamp does not have any special identifying marks which would enable positive plating.

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Command (July, 1941) and later to RAF Transport Command or Ferry Command. The flight paths flown were used after the war by transatlantic airlines and the rest is history. Letter mail was also flown on these Ferry Command planes.

It is curious to note an article in the Air Mail Study Group Newsletter (August 2002) that government owned Air Canada (formerly Trans Canada Airlines) is claiming credit for what was first proposed by their formidable privately owned competitor and developed out of military necessity. These statements are nothing but bureaucrats attempting to re-write history.

Regardless of who gets the credit, air mail became a quicker method of delivery on a scale beyond anything that had been attempted prior to the outbreak of war. The print quantity of the 1935 air mail stamp was 5 million. During the wartime period, the print quantity of air mail stamps was almost 113 million. The print quantity of the Peace issue in 1946 was in excess of 72 million. (The all-up mail service was introduced in 1948, except for specified air mail uses. After 1 July, 1953, all domestic mail posted at the first class rate was delivered by air, eliminating the need for the air mail stamp. However, a 7¢ rate was still applicable for air mail service to the USA. The rate was increased to 8¢ for the first ounce plus 6¢ for each ounce thereafter on 15 July, 1964. The 7¢ stamps issued after 1946 did not specify 'AIR' mail use.)

Today, we can mail a letter in one part of the world to be delivered in another part of the world in less time than it took 100 years ago to travel across the Atlantic Ocean. This Peace Issue, coming out just after WWII was over, is an example of how the war effort had some positive results beyond the military.

Statistics on how much mail travelled by air can be used to demonstrate how rapidly mail delivery grew within Canada. Volume handling problems had to be solved as development took place. We will probably never know the complete story about the trials and errors that took place over time. Domestic aeroplanes carried the mail between cities and the departure point for overseas.

The post office kept some statistics, which were reproduced by H. E. Guertin in his early book on the subject. Civilian mail passing through the Canadian Post Office was stated as shown in the box below.

However, various editions of the *Canada Year Book* quote Department of Transport numbers. These numbers show the weights carried by aircraft during the period 1924 to 1954. Selected years applicable to this stamp were extracted and are reproduced overleaf, along with several years for comparison purposes. The figures indicate that air mail volume increased nearly 3.5 times from just before WWII to the end, and almost ten times between 1939 and 1953, after the 1946 air mail stamp was replaced by another 7¢ stamp.

Letters and postcards to the United Kingdom

Year	1940	1941	1942	1943	1944	1945
Pounds	612,000	726,000	900,000	973,000	987,000	1,133,000

The above table does not include mail being carried within Canada.

<i>Year</i>	<i>1940</i>	<i>1941</i>	<i>1942</i>	<i>1943</i>
Letters to troops overseas	5,618,640	11,415,200	20,115,360	31,500,000
Parcels to troops	954,275	1,428,520	2,875,622	3,921,866
Pounds of Tobacco	—	2,506,606	4,643,376	6,250,167

Source: Department of Transport (DoT)
 Note: there is variance between the DoT and Post Office records. The year date refers to the government fiscal year ending 31 March in each year – not the calendar year of 31 December.

1951	16,485,558
1952	17,877,593
1953	19,755,678
1954	23,412,390

While one is tempted to calculate the number of letters assuming $\frac{1}{4}$ ounce per letter, the product would be misleading simply because parcels may be included in the total, as well as other freight. But the impact of using aeroplanes to deliver mail cannot be ignored.

Guertin records the fact that US aeroplanes also carried Canadian mail. He also quotes some statistics provided by Logie (see box above).

<i>Year</i>	<i>Pounds Carried</i>
1930	447,199
1939	1,990,347
1945	6,418,944
1946	5,930,335
1947	6,965,895
1948	10,110,252
1949	n/a includes 9 months all-up service
1950	14,241,523



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One must remember, however, that those letters may include Airgraphs or V-mail to ease the weight problems.

Very few people could foresee in 1939 how our lives would ultimately change. The exceptions were the comic book artists who created characters like Buck Rogers and predicted interstellar travel. We, who were young in those days, probably all dreamed that one day we would see it happen – and it did! Perhaps not to the extent that was dreamed of, but enough to now dispute those who then thought it to be lunacy. What a change: from single engined

aeroplanes flying mail in the 1930s to planes like the Boeing 747 and the Concorde of today.

For the first flight cover enthusiast, a checklist has been created to show which flights one could possibly find with this stamp used between the period it was issued and the issue of a replacement 7¢ goose stamp (with a different design). Only the principal flights are shown in most instances. The intermediate stops and all possible combinations have not been detailed. The AAMS number is shown, along with the respective dates.

C9 1946 CANADA AIR MAIL FIRST FLIGHT COVERS

AAMS#	DATE	FLIGHT	AAMS#	DATE	FLIGHT
4617	09/16/46	Ft. William - Duluth	4905	07/17/49	Montreal - Cambridge England*
4619	12/05/46	Moncton - Kentville (a-h)		08/23/49	
4701	01/02/47	Edmonton - Minneapolis - St Paul	4913	12/02/49	Montreal - Bridgetown Barbados
4703	01/9-13/ 1947	Moose Jaw Emergency Service	5001	02/22/50	Canada - Ceylon*
4705	03/05/47	Windsor - Pelee Island	5003	04/02/51	Toronto - Tampa
4707	03/20/47	Winnipeg - Fort Churchill	5007	04/30/50	Minneapolis - Edmonton
4709	03/24/47	Montreal - Goose Bay	5007d	05/03/50	Tokyo - Edmonton* (up to 5th)
4713	04/24/47	Auckland - Vancouver	5007e	05/03/50	Seoul - Edmonton* (up to 5th)
4713a	05/03/47	Vancouver - Auckland	5009	05/01/50	Edmonton - Great Falls, Montana
4715	07/01/47	Toronto - Sault Ste. Marie	5011	10/02/50	Montreal - Paris
4715a-v	07/01/47	Various points	5013	10/07/50	Vancouver - Tokyo
4719	08/01/47	Vancouver-Prince Rupert	5015	12/10/50	Churchill - Resolution Island - Cape Hope - Advance - Nottingham**
4719a-k	08/01/47	Between points	5017	12/-/50	Rockcliffe - Resoulte Bay - Arctic Bay (RCAF)**
4721	09/21/47	Granby PQ Airport	5019	12/-/50	Rockcliffe - Clyde River**
4723	10/01/47	Montreal-Shannon, Ireland	5101	04/01/50	Montreal - Paris
4725	12/15/47	Vancouver - Penticton - Cranbrook	5201	01/01/52	Algoma Mills - Cockburn Island**
4801	05/01/47	Toronto - Montreal - Bermuda	5203	02/01/52	Frederickton
4803	06/01/48	Wnp - Brandon - Yorkton - Regina	5207	02/01/52	Auckland, NZ/Vancouver*
4805	06/01/48	Halifax - Montreal	5209	03/02/52	Idlewild Airport NY*
4807	07/01/48	All-up Mail service	5211	04/01/52	Vancouver - Powell River
4809	08/31/48	St. Pierre - Halifax*	5213	04/27/52	Montreal - any point
4811	08/31/48	St. Pierre - Montreal*	5215	05/01/52	Any point
4813	12/02/48	Montreal - Toronto - Nassau - Kingston - Port of Spain	5217	06/03/52	Riverton - Hecla - Manigotagan**
4815	12/14/48	Churchill - Chestfield Inlet	5219	09/20/52	Kitimat*
4901	04/28/49	Edmonton - Desmarais - Wabasca	5221	10/27/52	Montreal - Amsterdam
New Goose Stamp issued					



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LETTERS TO THE EDITOR

Len Belle,

FORWARDED DROP LETTER

Can anyone tell me the position regarding a drop letter which is forwarded to another town? The registered cover illustrated was posted at Entwistle, Alberta, on 5 November 1914. It was addressed locally and was rated 6¢, i.e. 5¢ registration fee plus 1¢ drop letter rate. It was re-addressed to Edmonton and received there on 6 November, the next day.

My understanding is that, on being forwarded outside the locality, additional postage became due, but there is no evidence of any extra charge being raised here. The fact that the letter was received at Edmonton the day after posting suggests that Entwistle was quite close to Edmonton, possibly a suburb. Perhaps the postmaster thought it was so close that it was not worth charging an additional fee. In any event the addressee could not be found and the

letter was returned to sender. Quite a lot of service for 1¢ postage!

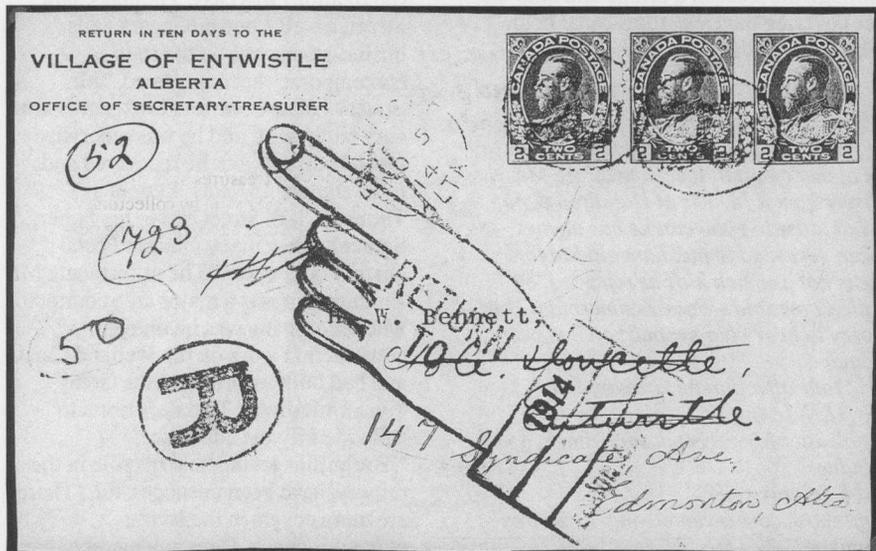
Any comments will be appreciated.

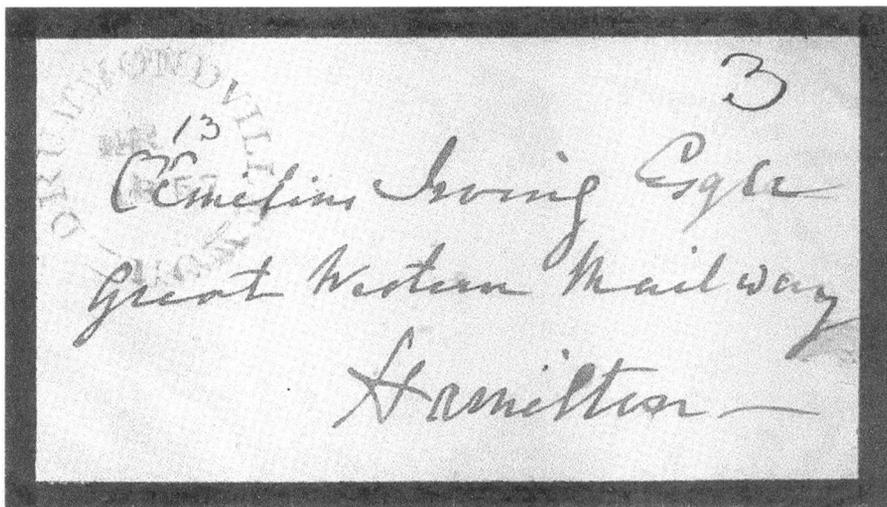
Mike Street

'ONE THING LEADS TO ANOTHER'

Lionel Gillam's digression from William Rennie to Andrew Carnegie (July issue) slipped further to include mention of the great Hamilton train wreck of 1857. Please allow me to add to the chain of coincidence.

Recently Peter McCarthy, RPO collector and Chairman of BNAPEX 2003, sent me a copy of a mourning cover mailed from Drummondville to Hamilton on 13 March 1857. Although interested in the 'Great Western Railway' portion of the address, Peter purchased the item for his Drummondville, Quebec collection because he lived in that area for many years. Only after reading the contents did





Peter realize that the letter was not from Quebec but from Lower Canada, specifically the Niagara Falls area. Much more important, it referred specifically to the Hamilton events and was dated the day after the axle broke, forcing the train through the sides of a bridge and onto the ice covering the Desjardins canal below! The letter reads:

Friday 13th March /57

My Dear [Bre]milins

Write to say that you are safe, I am in agony of mind. If safe, pray see Mr. Street I am told he is at Hamilton & pay what attention you can he has always been very kind to me. I am glad to find he is not as much hurt as reported. 80 killed I am told – Poor Zimmerman. I am sorry to hear your second son has been scalded.

Your affectionate Grandmother

H.N. Irving

Look after Mr. Street at such time we feel kindness.

I am getting well.

Oh! those cars invented only to destroy mankind

Because of my name and the fact that I live (only through forced amalgamation) in Hamilton, Peter asked for my help identifying both the 'Mr. Street' mentioned in the letter and, if possible, the addressee. The Mr. Street (no relation) was easy. Thomas Clark Street, a well-known Niagara Falls businessman, was on the train. A contemporary account stated, "Mr. Street's collar-bone was broken, his arm very badly hurt, and he was otherwise much bruised.", but he recovered and lived another 15 years. Letters to Thomas Clark Street and to his father, Samuel, grace many Ontario Postal History collections. The unfortunate Mr. Zimmerman was a major area contractor whose company was involved in construction work on the Welland Canal and had built a portion of the Great Western Railway. To date, efforts to fully identify the addressee, '[Bre]milins Irving, and his role in the railway, have been unsuccessful. (There are more covers in the Irving correspondence. Does any member have

one with a more-readable spelling of the unusual first name?)

Lionel is quite right – one thing DOES lead to another!

Editor's note:

My wife could not resist the challenge. Genealogical records were interrogated, e-mail flew back and forth with a possible name, more e-mails flew and it was concluded beyond the shadow of a doubt that the addressee was Aemilius Irving, Solicitor to the GWR, later to become Sir Aemilius Irving.

James E. Kraemer

WHAT SHIP?

The registered letter illustrated in the April issue, by the Yellow Peril, was salvaged from the S.S. Eros. Several covers from the Eros were illustrated in my article 'The Battle of the Atlantic and Canadian Mail', printed in The Canadian Philatelist of May-June 1995, Vol. 46, No. 3, Whole No. 268.

The 5,888 ton Eros, named after the mythical Greek god of love was owned by The S.S. Morant Company Limited of Belfast. On 7 June, 1940 the turbo-electric powered ship was severely damaged by a torpedo fired from the German submarine U-48 under the command of Captain Rösing. This occurred about 10 miles north to northwest of Tory Island not far from the Donegal coast of Ireland. The crew of 62, with a great effort was able to beach the vessel on the Irish coast.

The Eros was eight days out of Montreal bound for Liverpool with a cargo of copper, ferro-chrome, small arms and general cargo including several hundred bags of mail. The mail, addressed mostly to Britain, France and parts of the Commonwealth, had been mailed in Canada between 21 and 24 May, 1940. Heavy swells swept a few bags of mail out of the hold of the Eros.

The ship was refloated and taken, under tow, to Belfast where most of the mail was recovered. Subsequently the vessel was taken to Tyne for repairs. The mail from the Eros was opened, dried, and hand struck with the marking 'SALVED FROM THE SEA'. Most of the surviving covers are water stained with the stamps floated off.

On 3 November, 1940 the Eros was hit by an aerial torpedo while on her way to Liverpool from Tyne for engine repairs. Two members of her crew of 46 were lost. She was taken in tow to Leith and then to Tyne where she was repaired.

Editor's note:

The above letter was shown to Kim Dodwell in the knowledge that the article on p160 was in preparation.

Len Belle,

MORE Qs THAN As

I was interested in the article by Frank Daems in the April issue. Whilst I do not think I can really answer any of the Qs, perhaps I may make one or two comments.

Regarding relationships with dealers, certainly building a good relationship is most important and can be very rewarding. I have been lucky enough to have some very good relationships over the years, both locally and on the other side of the pond.

In the case of covers, it is difficult to put a value on them. It seems to me that the first consideration should be: "How does it fit in with my collection, will the cover enhance it?" If the answer is "Yes" then one should consider how many times have similar covers been offered in the past and what would one bid for it at auction. I'm afraid the question of value really boils down to "What is it worth to me?" If the asking price is much higher then forget it.

Mr Daems seems to have been unlucky in his experiences with dealers at Stampex. As I only collect Canada it is, of course, easier for me. I just have to ask, "Have you any Canada?" If the answer is "Yes" then normally the dealer is only too eager to show me his wares! If I find nothing I want (within my price range), the reaction is usually "Thanks for looking". I don't know how Mr Daems, with his very varied interests, makes his initial approach. I would suggest he mentions only one or two of them at first and then works on from there.

I do think it is worthwhile to try and bargain, particularly on covers, it works sometimes. Equally a dealer will sometimes say "You can have it for £x" when the asking price is a bit greater.

Mr Daems is certainly on the right track in joining specialist societies, they are a wonderful source of information.

As I said at the beginning, I am not sure that I have provided any answers but I hope these comments are of interest.

Alan Spencer

ADMIRAL 'REVERSED ESSAYS'

Following my letter in the January issue I have been fortunate enough to obtain further sheet margin copies in all five colours. At first sight they conform to the other material in my collection but, on further investigation, there are some subtle differences which I feel are worth recording.

Figure 'A' shows a corner pair in a light blue shade. The other examples I have seen are all in a deeper shade of blue. This is the only colour I have seen with any noticeable shade variation. The principal difference is between the top of the stamp and the edge of the sheet. In the case of figure 'A' it is 1.1cm, whereas in figure 'B' the difference is 1.2cm, while in figure 'C' it is 1cm. This would seem to indicate that there were at least three printings of each colour.



Above: Figure A. Below: Figs B & C.



The original article ('Maple Leaves' Autumn 2002) stated that there were 90 subjects (9x10) per sheet which suggests that these copies came from the top of the sheets. However in a footnote to my January letter, the editor made reference to the wide margin at the bottom of the sheet (see figure 'D') and the possibility that the full printing sheet may have comprised 360 impressions i.e. four panes of 90 impressions.

If the printing plate did indeed consist of 360 subjects and some or all of the examples 'A', 'B' and 'C' are from one of the lower panes of the printed sheet then the gutter margin between the uncut upper and lower panes would be 4 to 4.2cm. Although this seems excessive, as the known lower margin is 3cm, it is not impossible. Certainly the number of examples of these 'essays' does not indicate that they exist in such substantial quantities.



Figure D.

Although my findings have probably raised more questions than answers hopefully, as more material comes to light, these little pieces in the jigsaw will enable the bigger picture to be seen.

Editor's note:

As these items were printed purely as samples, we must not overlook the possibility of sheets of paper of non-uniform size being used, or even unauthorised sheets being run off. This might account for different widths of salvages. I agree the use of a 360-subject plate seems unlikely, but we are left with the puzzle of the right hand column existing in both partially and fully printed forms. Could it be related to the photographic part of the process which initially failed to reproduce the whole sheet and was subsequently rectified? Now that these 'ugly ducklings' have acquired respectability, they deserve serious attention, particularly from the legions of 'Admiral' enthusiasts.

'Mac' McConnell

EROS – A CORRECTION

Old age and failing memory caused me (ML, July 2003, p128) to place EROS in

a convoy from Montreal. *Not so.* Please delete all references to convoy. Reason – Merchantmen with cruising speeds in excess of 15 knots were allowed, and expected, to proceed alone, being considered too fast to be U-boat targets.

How wrong can we be!

The Yellow Peril

WHAT SHIP?

The results of my recent 'What Ship?' enquiry were more than I had bargained for and I greatly appreciate Dean Mario, F.H. Schofield and Mac McConnell for responding. In particular, I thank our former president for sending comprehensive details, including map and pictures of the 'Eros', and the WW2 Trans-Atlantic expert (Kim Dodwell) for advising that salvage covers from the 'Eros' are about the commonest Canada-related wreck covers of WW2. This of course raises the question, "How many or what percentage of the salvaged 'Eros' covers were registered?"

Last, but certainly not least, my thanks to Mr Betts for setting me straight. What a happy surprise! I have some recollection of chatting at either the 1955 Selsdon Park or 1956 Stirling Convention. As a matter of fact, I have pleasant memories of selling you some airmail covers. Do you still collect them? I hope our paths will cross again, just so long as it is not on the motorway.

EDITORIAL

Continued from page 133

pages. On the 'Letters' pages themselves are seven letters with comments, questions and answers, this is an encouraging trend and we feel it is a most worthwhile use of the pages of 'Maple Leaves'. Keep them coming.

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SOCIETY NEWS

Palmares

The following members, showing BNA material, were successful at the Royal 2003 Show on 1 June and we thank Richard Thompson for providing the information. Then follows a note of award winners at the 8th New Zealand National Philatelic Literature exhibition, 28 June 2003.

Royal 2003

Large Gold & Grand Award

Warren S. Wilkinson – British Columbia & Vancouver Island Postal History 1858-71

Gold

Fred Fawn – Canada's Large Queens 1868-1897

Vermeil

Bob Anderson – Brant County Postal History

ONE FRAME EXHIBITS

Gold

Ron Brigham – The Twelve Pence of 1851, From Production to Forgery

Ron Brigham – Canada Small Queens & the Widow Weeds

Ron Brigham – Canada Small Queens, Canada Bank Note Engraving & Printing Essays

Literature – New Zealand 2003

MONOGRAPHS

Vermeil

George Arfken & Walter Plomish – Air Mails of Canada 1925-1939

Large Silver

David Sessions – Philatelic Fantasies of BNA (1860-1910)

Silver

John Hillson – Canada Small Queens Re-Appraised

Charles Firby & Victor Wilson – The Canadian Posted Letter Guide

PERIODICALS

Silver

Maple Leaves

Our Secretary, John Wright, writes to say that a fellow member of the Hastings & East Sussex P.S., John Heys, is a noted authority on radio report cards, known as QSL cards. He was told recently that there is a Canadian stamp dealer who is looking out for QSL cards from Tibet, but this contact was unable to supply the name of that dealer. If any member knows who that dealer is, I would be most grateful if he could be put in touch with me and I will then pass the information on to John Heys. We have been promised a 'finders fee' if successful!

Forthcoming Events

2003

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.

Nov 7-14 St Petersburg International

2004

Feb 25-29 Stampex, Islington, London

Feb 26-28 Philatex, Horticultural Hall, London

May 22-30 Valencia 2004, Spain*

May 28-30 ROYAL 2004 ROYALE, Halifax N.S.

Aug 28-Sep 1 Singapore 04

Sep 3-5 BNAPEX, Hunt Club, Baltimore, MD, USA

Sep 15-19 Stampex, Islington, London

Sep 22-25 CPS Convention, George Hotel, Crawley

Oct 28-30 Philatex, Horticultural Hall, London

2005

Apr 28-May 1 Australia 05

May 10-15 Brno 2005, Czech Republic

AMENDMENTS TO MEMBERSHIP to 30 August, 2003

New members

- 2864 Motson, Peter, 32 Eyewell Green, Seaton, Devon, EX12 2BW N
2865 Dresser, George B, 501 Fairview Ave, College Station, TX77840, USA CE
2866 Harris, Terry, 79 Fahey St., Kilbride, Newfoundland, A1G 1G6 N, PEI, NB, NS
2867 Wolf, Rainer, 17 Leslie St., Suite 126, Toronto, ON,
Canada, M4M 3H9 PH, PPC, C
2868 Jefferies, Hugh, Stanley Gibbons Ltd., 5 Parkside, Ringwood,
Hants, BH24 3SH CR-CGF

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- 2593 Laws, Peter R. Bow City Philatelics Ltd., PO Box 6444, Central PO
Calgary, AB, Canada, T2P 2E1

Resigned

- 1696 Leggett, A. 2217 Southern, P.F. 2448 Walker, Miss A.S.

Change of Address

- 1975 Fox, G. 24 Lower Belgrave St., London, SW1W 0LN
2106 Parama, R. (Personal) c/o KBR-Granherne, Locked Bag No.3, PO66,
St Georges Terrace, Perth, WA 6813, Australia. (Temporary change)
2503 Sturup, S. 140 Munro Blvd., Toronto, ON, Canada, M2P 1C8
2508 Watkins, T. 1573 Mayneview Terrace, North Saanich, BC, Canada, V8L 5E5
e-mail: tomwatkins@shaw.ca

Address required

- 2255 Crowther, A. formerly The Conifers, 3A Chester Rd., Holmes Chapel, Cheshire
2758 Escott, N. formerly 133 South Hill St., Thunder Bay, ON, Canada
1496 Hopper, R. formerly 30 Hazleton Way, Cowplain, Waterlooville, Hants

Revised total 401

May 27-29 ROYAL 2005 ROYALE,
London, Ontario

Sep 2-4 BNAPEX, Fantasyland Hotel,
Edmonton, AB, Canada

Sep 21-24 CPS Convention, Renfrew

*Formerly Barcelona 2004, May 21-30.

KLONDIKE GOLD RUSH

Continued from page 159

Covers from the Yukon are often grubby and unattractive. Envelopes sent to or by miners or prospectors – if they have survived – are very often damaged. Who properly cared for envelopes in a tent or bunkhouse? Who, at the time, thought that these letters would some day be avidly sought? But a letter

carried by a dog-team from a tented city in the wilderness certainly tells an interesting story to the postal historian, and very often to the casual reader.

Sources

Klondike – The Life and Death of the Last Great Gold Rush. Pierre Berton.

Klondike Gold. Kenneth J Kutz.

Postal History of the Klondike Gold Rush. Northern Canada Study Group of the Postal History Society of Canada.

The Postal History of the Yukon Territory – Canada. Robert G Woodall.

Footnote

This article first appeared in the Postal History Society Journal, no 302 (June 2002).

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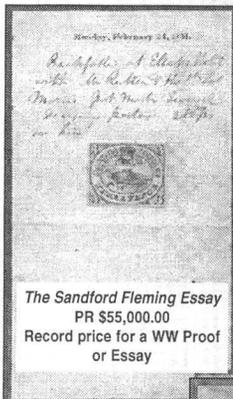
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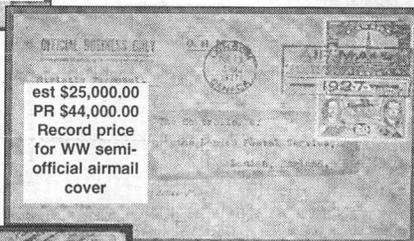
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