

293



# Maple Leaves

*JOURNAL OF THE  
CANADIAN PHILATELIC SOCIETY  
OF GREAT BRITAIN*

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# MAPLE LEAVES

Journal of

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

INCORPORATED 1946

Founder:

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## EDITORIAL

We offer our congratulations to Sandy Mackie on being invited to sign the Book of Scottish Philatelists at the Congress of the Association of Scottish Philatelic Societies in April. When we ventured to comment that the honour had been a long time coming, we learned that the citation went back to pre-CPS days when Sandy was researching postmarks of the Indian Postal Administration in Zanzibar. Sandy also let it slip that he first attended Scottish Congress in 1933, though he was quick to add that it was as a junior!

A subscription notice should be found tucked inside this issue. We draw members' attention to the fact that subscriptions should be sent to Les Taylor and not John Gatecliff who is stepping down as Subscription Manager after some 13 years of service. On behalf of

the Society we offer John our heartfelt thanks for his efforts over the years in collecting the dues and, in particular, pursuing those afflicted with short term memory loss. Not only that, the changes of address never failed to reach the Editorial desk well before the copy deadline.

Members whose collecting interest embraces the frozen North may be interested to learn of a specialist book service covering mountaineering and polar travel. Chris Bartle of Ard-Darach, Strathview Terrace, Pitlochry, Perthshire, Scotland, PH16 5AT (Tel. 01796 470056, e-mail: [chris@glacierbooks.com](mailto:chris@glacierbooks.com)), offers free catalogues of new and second hand books, as well as a book search service.

Member Dean Mario has alerted us to the formation of the Auxiliary Markings Club, which may be of

interest to some members. Auxiliary markings are defined as those messages added to covers by the postal service to help explain why a missive cannot be given the requested service, or has been delayed in the mail. The most common of these markings is probably the pointing hand, in its various guises, indicating return to sender. The club is

American based so presumably US markings will predominate, but coverage of 'foreign' markings is also promised. First year dues are \$15; further details can be obtained at [www.postal-markings.org](http://www.postal-markings.org) or from Jerry Johnson, 6621 W. Victoria Ave., Kennewick, WA 99336, USA.



*Sandy Mackie, with Marjorie, at the signing ceremony.*

In ML 279 (p17) Bill Topping warned of some questionable 'Paquebot' covers. The latest newsletter of the British Columbia Postal History study group of BNAPS carries an article on BC coastal 'Way Mail' which clarifies the treatment of such mail. We felt it deserved a wider readership and it serves as a follow-up to Bill's earlier piece. Accordingly the article is repeated here, with permission.

## BRITISH COLUMBIA SHIP – 'WAY MAIL'

Bill Topping

The distribution and handling of mail by coastal steamers operating on the British Columbia coast has created much confusion among collectors. Publication of the article on 'Questionable 'Paquebot' covers' (Maple Leaves, January 2001) showed that many collectors, including many authorities on paquebot mail, did not fully understand the post office position on mail posted on coastal ships operating in Canadian waters. In a letter dated 14 April, 1958, Mr R. F. Reid, Postmaster at Vancouver, states: "*Canadian mail bearing Canadian postage stamps was treated as way mail and bore the Post Office impression from the date stamp at the office of actual mailing.*" In other words the letters mailed on board ships operating in coastal waters were treated in the same way as mail posted in railway station letter boxes. In the case of the railway way mail an R.P.O hand stamp was used to cancel the mail while in the case of ship way mail the purser's date stamp was used for the same purpose.

The acceptance of mail by pursers on ships carrying mail was required under the postal regulations, in effect from the 1870s to the 1950s, which stated: "*Mail couriers are authorised and required to*

*receive letters offered to them whilst on the road between one post office and another provided that when a letter is so offered the distance from the nearest post office exceeds one mile. Such letters are termed Way Letters, and should be prepaid by postage stamps.*"

During the Colonial period, mail along the British Columbia coast was transported by ships of the Hudson's Bay Company or by Indian canoe and rarely showed the method of transport. Following Confederation in 1871 the Canadian Post Office became involved and issued mail contracts for the transportation of mail between the few post offices located along the coast. At the same time it was assumed that ship captains would accept mail at way points for delivery to the nearest post office.

The Canadian Pacific Navigation Company was founded in 1883, but it was not until the founding of the Union Steamship Company of B.C., in 1889, that the marking of ship way mail with the purser's hand stamp began. In that year ship markings from both the *Sardonyx* and the *Princess Louise* are known. The exact reason for the marking of mail using the purser's hand stamp is not known but it is assumed it was to



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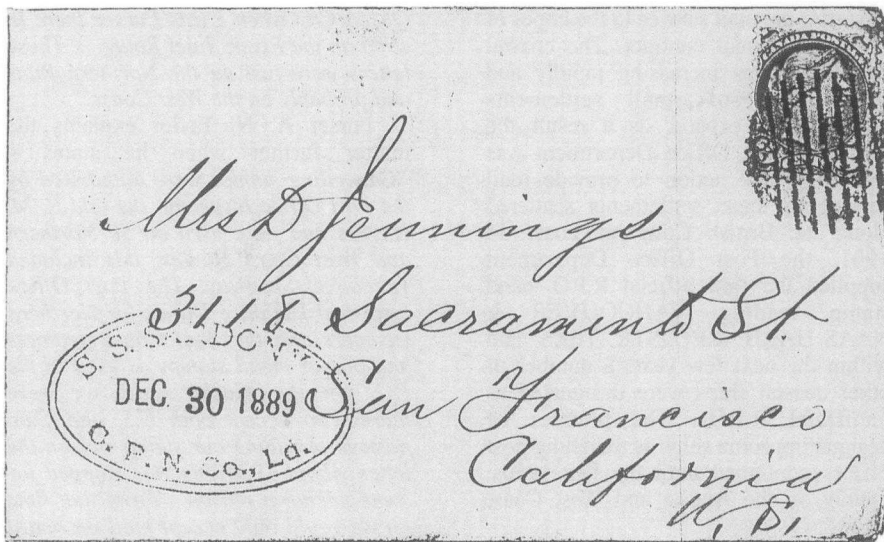
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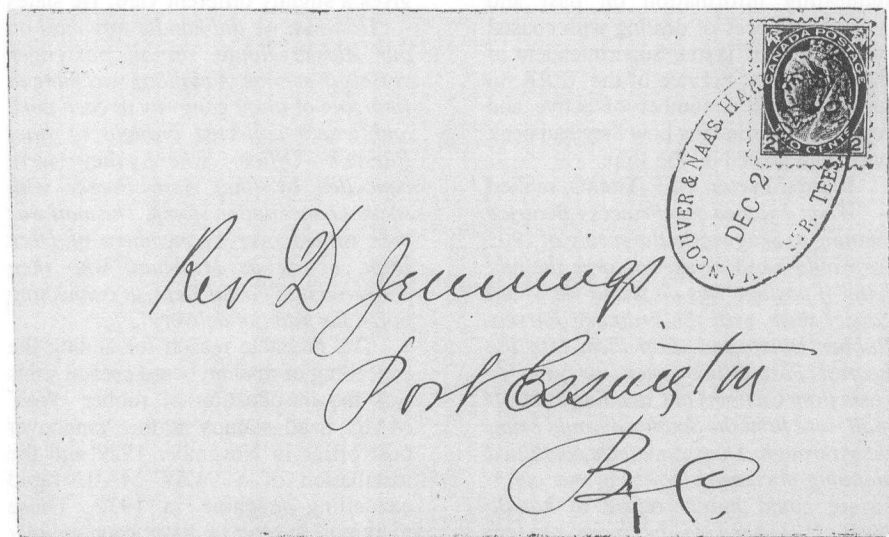
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SS Sardonyx – probably mailed December 30, 1889 by Rev. D. Jennings at Port Simpson Mission. Earliest reported use October 21, 1889.



Vancouver & Naas Harbour R.P.O. /Dec 2, 1902/Str Tees. Earliest reported use September 9, 1901.

advertise the mail service in the hopes of obtaining a mail contract. The coastal population was increasing rapidly and the number of small settlements continued to expand, as a result the Canadian Post Office Department was forced to take action to provide mail service to these settlements scattered along the British Columbia coast. In 1901, the Post Office Department supplied the first official R.P.O. hand stamp, reading 'VANCOUVER & NAAS HARB. R.P.O./STR. TEES' and within the next few years a number of other coastal ships were designated as unofficial R.P.O.s. The practice of designating some ships as travelling post offices continued until the late 1950s, mainly on the Alaska and West Coast routes.

In 1958, Dr. A. W. Perry wrote to the Post Office Department, the C.P.R., the C.N.R., and Union Steamships, requesting information on past and present practices of dealing with coastal way mail. Syd Tyson, Superintendent of the B.C. Coast Service of the C.P.R. in turn wrote to a number of active and retired Pursers asking how they had dealt with mail posted on the ship.

Retired Purser, C. F. Timms, replied – *“When I joined the Princess Beatrice running to Skagway in the spring of 1907 we would never refuse to carry the odd letter if postage was on it and we would cancel them with the ordinary Pursers Rubber stamp and drop them into the nearest Post Office when we went to clear from Customs in Canadian Ports. If mail were from the South we would bring them through. They sometimes contained shipping documents covering our cargo so we could hardly refuse to handle them. It seemed to be more or less official and I don't think we were paid for it except under the usual mail contract if (it) applied to our particular ship on route. The same applied to the*

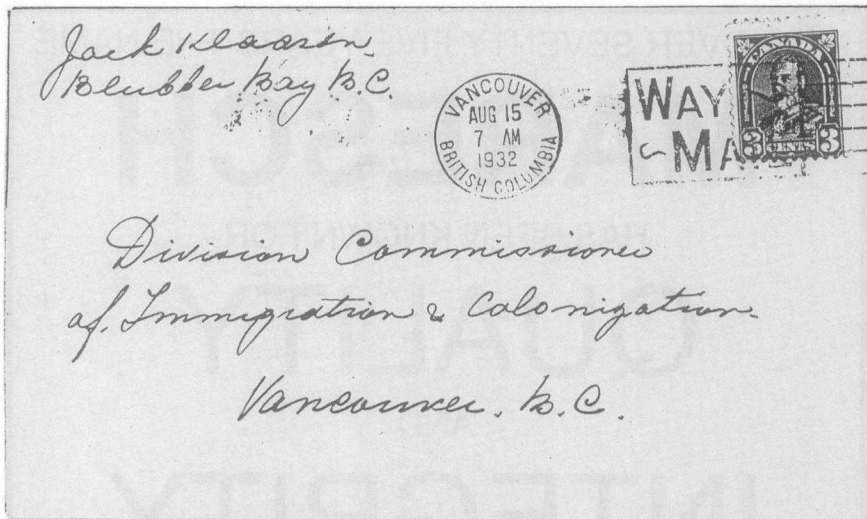
*Queen City when I was Purser there in 1908 on the Rivers Inlet Route. ... These letters were just on the Northern Runs and probably on the West Coast.”*

Purser A. N. Taylor explains the matter further when he states – *“Cancelling stamps were authorised by the Post Office Inspector, the late E. M. Haynes and were used on all Northern and West Coast Routes, this included Vancouver-Skagway. The Post Office furnished Defiance Daters for Northern steamers and the West Coast steamers had proper metal stamps as used in the P.O. On the Alaska route we were allowed to accept both U.S. and Can. postage providing our stamp was on the letter. About 1930 this was stopped for some unknown reason... From that time on we could only accept mail on board with Canadian Stamps, and no cancelling”.*

On the other hand Purser H. J. Beale gives a slightly different view. He states – *“However, we did handle way mail on our Alaska Route, on all passenger vessels in service. A mailbag was hung at (the) foot of (the ) gangway at each port, and letters collected brought to (the) Purser's Office, where they were cancelled by (the) Asst. Purser with special cancellation stamp. The mail was then turned over to members of Deck Dept. acting as Mailman, who then delivered it to Postal Dept. at connecting ports, for point of delivery”.*

The probable reason for ending the cancelling of mail on board coastal ships was the introduction of rubber 'WAY MAIL' hand stamps at the Vancouver post office in November 1929 and the installation of a 'WAY MAIL' rapid cancelling machine in 1932. These markings appear to have been mainly used on mail from the south coast where Pursers often picked up mail at non post office points as a convenience to coastal residents.





Vancouver 'WAY MAIL' probably mailed at Blubber Bay on the northern end of Texada Island. Blubber Bay was served by the Lady Evelyn leaving Vancouver on Tuesday, Thursday & Saturday.

According to Mr. G. A. Rushton, of Union Steamships Limited, – "In 1934, approximately, by special direction of the Postal Department, we ceased cancelling ships' on voyage mail and all letters picked up at any ports, where there was no Postmaster or office, were delivered to the G.P.O., in a special Purser's sack. The ships cancellation was, of course, only used for letters handed on board where there was no Post Office. It was also used on 'late mail' delivered to the ship's gangway, but this practice was discontinued at the same time."

The provision of way mail letter sacks and the change in post office policy may explain why genuine 'way mail' from the Princess Adelaide is unknown as Purser Timms states – "I remember however, that later in Arthur Graves' time as Purser on the Adelaide on (the) Ocean Falls run that the P.O.

supplied a way mail sack that was placed on the passenger gangway & sent to (the) Post Office at terminals with the regular mails and recognised as official but I doubt if this was Ship Stamped." Purser Timms then concludes, "It (ship stamping) was never done on local runs except as a special favour of a deep sea shipping Co. with one eye closed." On the other hand Purser D. Hardy, Purser on the Princess Elaine states, "I have in the past cancelled interport mail on the northern runs, but in the case of the 'cover collectors' requesting cancellations on local runs I would return them uncancelled."

G. S. Towill, Public Relations Representative for the Canadian National Railways explains in some detail regarding the cancelling of mail on the S.S. *Prince George II* in the late 1950s when the ship was serving the tourist trade to Alaska. He states: "I am

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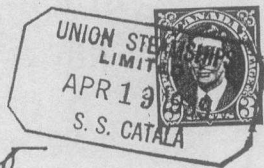
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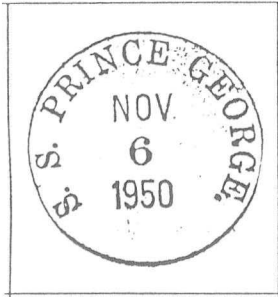
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Letter mailed on the S.S. Catala at Ocean Falls on Wednesday, April 19, 1939 for delivery to Englewood on the return trip from Prince Rupert. The letter appears not to have entered the mail system. The S.S. Catala was relieving the S.S. Cardena on the Prince Rupert route.

now advised that in November, 1950, our Mail & Baggage Agent at that time requested postal authorities to supply two identifying stamps bearing the names S.S. "Prince Rupert" and S. S. "Prince George." So far as is known, the request was made mainly as a service for passengers aboard the vessels who wished to have their mail stamped with the names of the ships. There is also, of course, some thought that these stamps would provide some publicity for our ships. Evidently the original postal order for the use of such stamps or marking devices was to cancel postage stamps on mail posted aboard coastal vessels which was destined for delivery at a port where no post office or post master was located. In as much as our vessels, ... called at ports that has post office, it can

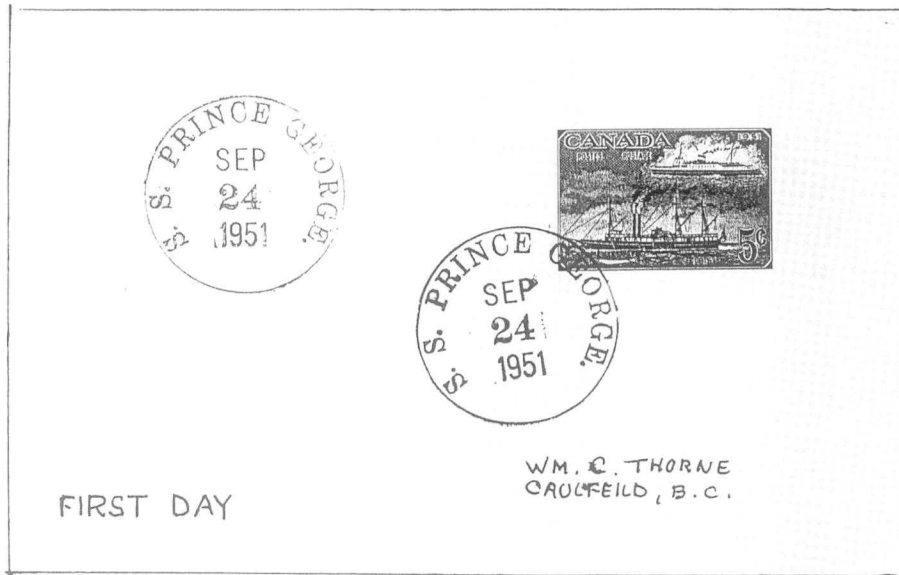
be assumed the stamps were merely for show." He concludes: "It appears the present procedure (1958) on the S.S. 'Prince George' is to oblige passengers, so requesting, by means of stamping envelopes with our Purser's Office stamp which carries the name of the ship."

The official position was that, with the exception of ships designated R.P.O. or T.P.O., the practice of cancelling 'way letters' with the pursers' hand stamps ended in the early 1930s following the installation of 'way mail' cancelling equipment at Vancouver. On the other hand, an examination of existing covers shows that the practice of hand stamping continued until the mid 1940s, mainly on mail originating at non-post office points. At the same time philatelically inspired Cancel to Order (CTO) covers



*Post Office Proof Strike  
NOV 6 1950*

were being produced by many collectors of ship markings or maritime mail cancellations, who were actively writing to pursers requesting them to service the covers with the ship hand stamp. In some cases it appears the purser obliged the collector by stamping the envelope well clear of the postage or, in others, placed the cover in another envelope with the result the envelope rarely passed through the regular mail and as a result carried no postal markings. The resulting 'Cancel to Order' (CTO) covers often are much more attractive than the run of the mill 'way mail' letters and are often priced by dealers well above their true value as CTO items.



*First day cover with S.S. Prince George stamp SEP 24 1951.*

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## POSTAGE DUES 1906-1928

### Part B, The Postal History (1)

#### The Yellow Peril

Photos by Susan So

This pictorial study of postal history deals with the first issue of postage due stamps. A few exceptions are included as some of the rates have not, as yet, been found with the 1906 or 1928 issues. I would be dumber than dumb if I were to exclude an important rate just because the cover is franked with stamps from a later issue.

Prior to June 1921, unstamped mail would not be forwarded. It would be returned to the sender if there was a return address or sent to the Dead Letter Office if the sender was not known. Effective June 1921, unstamped mail was forwarded and double the deficiency collected from the addressee.

The basic rule for short paid mail was double the deficiency in postage, to be collected by postage due stamps, whether the mail was underpaid or overweight.

The postmark under the stamp indicates that the letter at figure 2 was mailed without a stamp. It went straight to the Dead Letter Office. The D.L.O. notified the addressee to remit 2¢. The addressee thought that the rate was still 1¢ and sent a 1¢ War Tax stamp. The D.L.O. again notified OK Press to send 2¢ – double the 1¢ unpaid postage. This time, OK Press sent the 2¢ and the D.L.O. clerk affixed a 2¢ Postage Due stamp to the cover and cancelled the

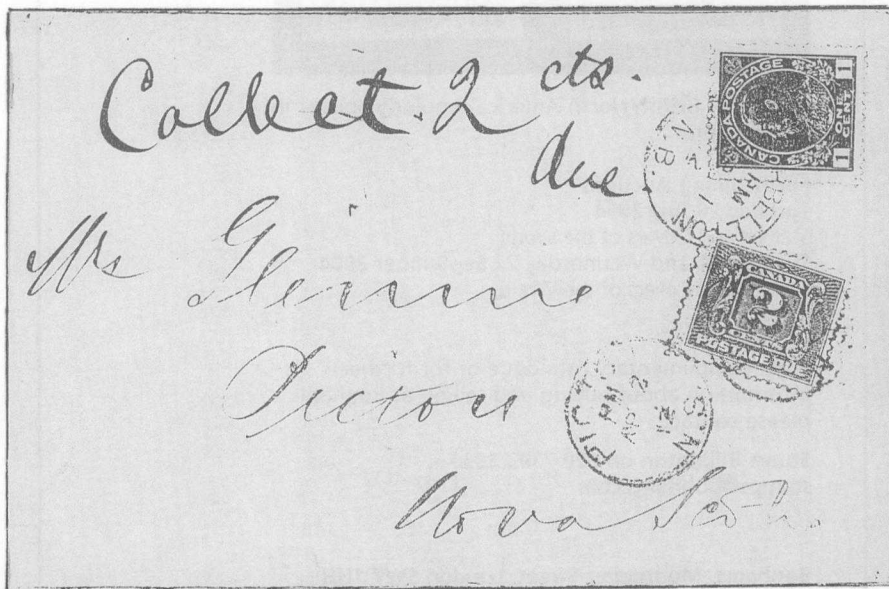


Figure 1. A 1912 Campbellton – Pictou domestic 2¢ rate letter prepaid 1¢ was taxed 2¢ – double the deficient 1¢.

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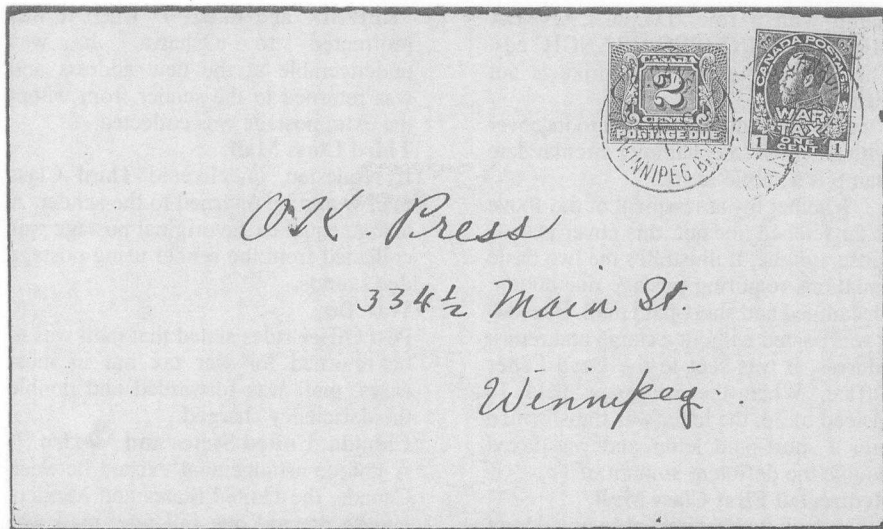


Figure 2. A 2¢ postage due stamp and a 1¢ War Tax stamp tied to a no return address Winnipeg drop letter with two D.L.O. cancels – evidently struck on two different dates.

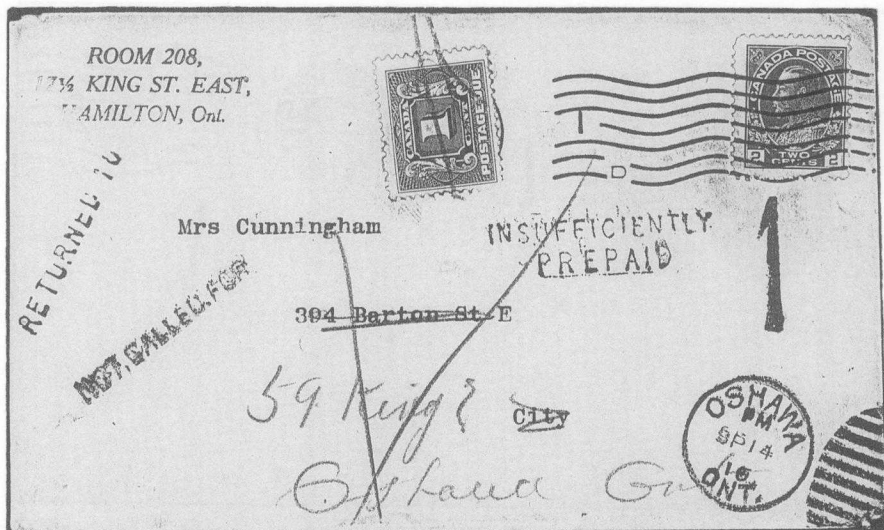


Figure 3.

stamp with a fine 'D.L.O. CANADA MR 20 18 WINNIPEG BRANCH' cds. The date in the War Tax strike is not clear.

A postage due stamp tied to its cover with a D.L.O. steel hammer circular date stamp is a subtle rarity.

Whether my assessment of the above is far fetched nor not, this cover is, in a sense, unique. It illustrates the two basic situations requiring postage due action: unstamped and short-paid mail. Because it was posted without a stamp and return address, it was sent to the Dead Letter Office. When the addressee paid 1¢ instead of 2¢, the letter was transformed into a short-paid letter and was taxed double the deficient amount of 1¢.

#### Redirected First Class Mail

When mail was redirected to an address where the postal rate was higher than to the original address, the extra postage was collected on delivery.

The Hamilton drop letter at figure 3 was handstamped 'INSUFFICIENTLY

PREPAID' and rated '1' when it was redirected to Oshawa. It was undeliverable at the new address and was returned to the sender from whom the extra postage was collected.

#### Third Class Mail

If requested, undelivered Third Class mail would be returned to the sender. A charge equal to the original postage was collected from the sender using postage due stamps.

#### War Tax

Post Office rules stated that mail was to be returned for war tax but in most cases, mail was forwarded and double the deficiency charged.

#### Canada, United States and Mexico

A unique arrangement existed between Canada, the United States and Mexico. Unless prepaid one full rate, mail was returned for postage. If prepaid at least one full rate but still short paid, the letter would be forwarded and only the deficient amount collected.



Figure 4. The pointing hand 'Return to Sender' handstamp can just be seen over the address. The 'split 1' marking is in purple.



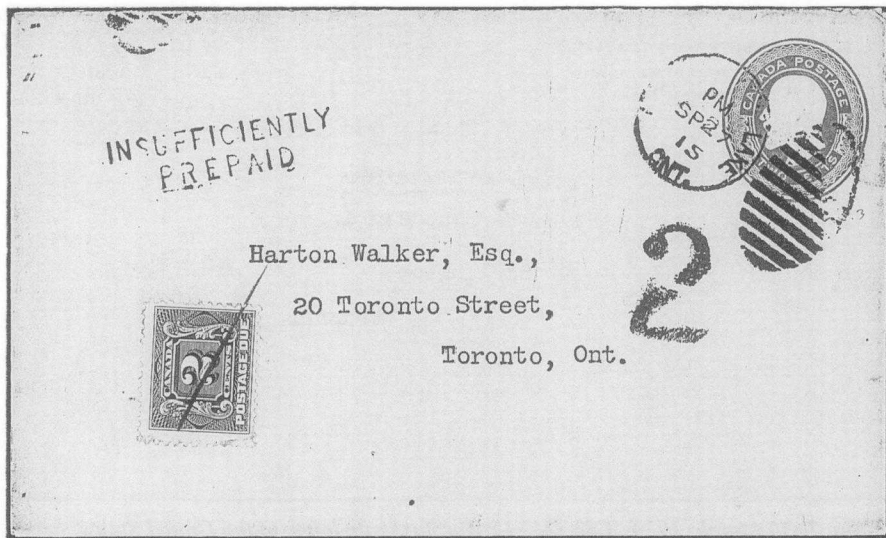


Figure 5. This September 1915 3¢ (2¢ postage + 1¢ War Tax) rate letter, prepaid 2¢, was taxed 2¢.

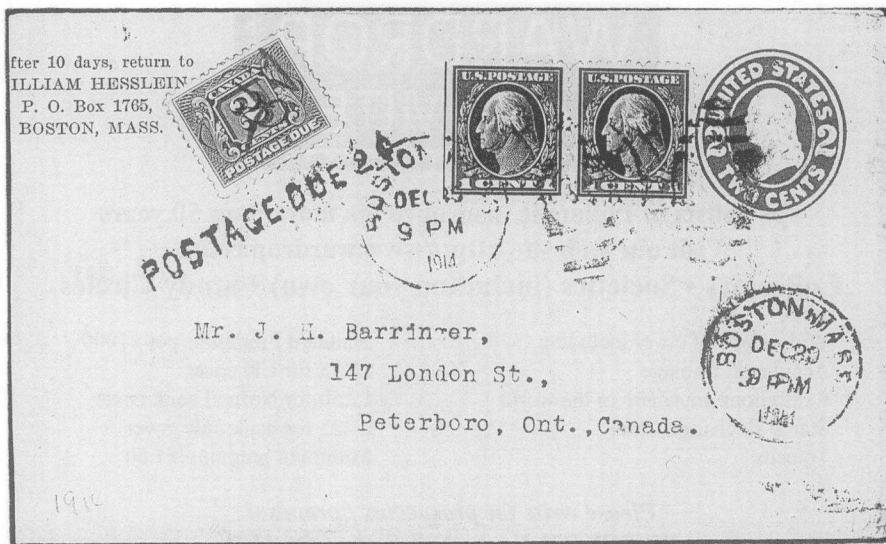


Figure 6. A 1914 triple weight (2¢ rate) letter to Canada prepaid 4¢, this represents a short payment of 2¢ so 2¢ was charged. i.e. single deficiency.

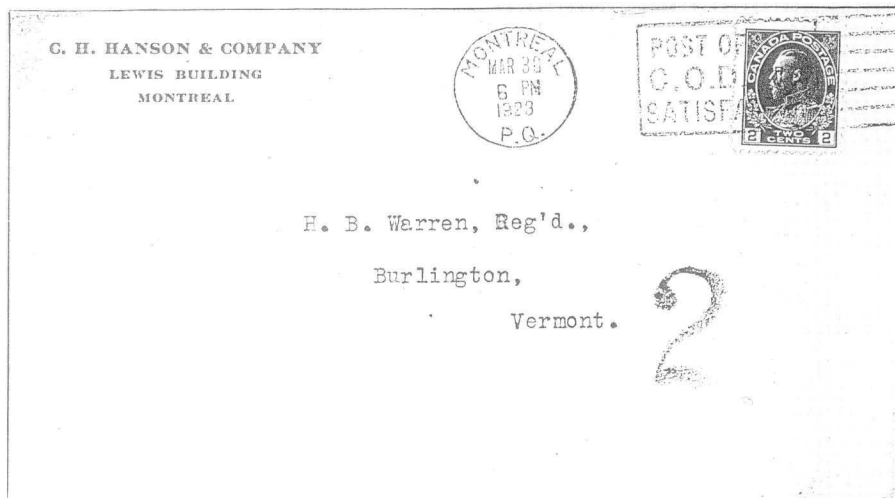


Figure 7. 30 March, 1923. A 3¢ (2¢+1¢ War Tax) rate letter to the United States, underpaid 1¢ was rated '2' – double deficiency.

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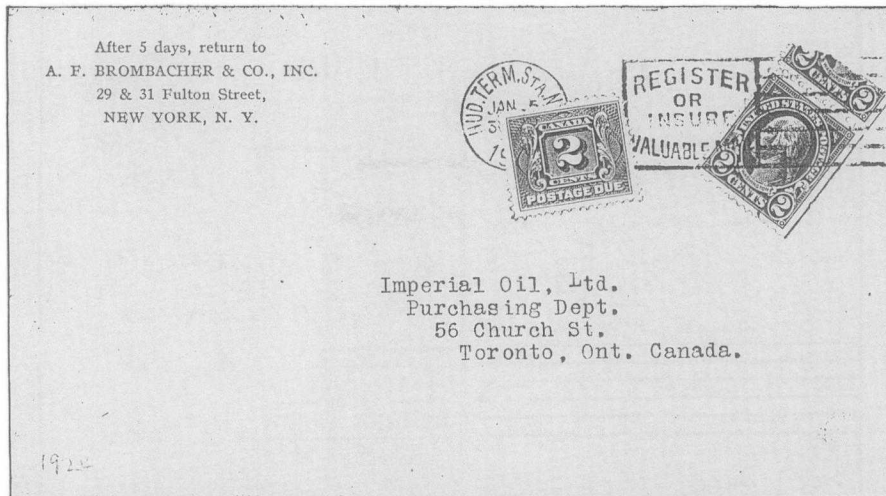


Figure 8. 5 January, 1924. A letter from the United States, short paid 1¢, was forwarded and taxed 2¢ – double the amount deficient.

In February, 1923 a new postal convention was signed between the United States and Canada which allowed short paid, even unpaid mail to be forwarded and double the deficiency in postage collected from the addressee. (Figs 7 & 8).

#### **Divided-back Post cards**

Divided-back post cards to or from the United States, when the address side was also used, had to be paid 2¢ – the first class letter rate. Very few were properly prepaid and charged postage due. The majority passed improperly paid at the lower official post card rate. The United States did not allow the use of divided-back post cards until 1 March, 1907.

#### **Minimum Charge**

As a result of the 1920 Madrid UPU Congress, the Canadian Postal Guide of December 1921 announced that unpaid or insufficiently prepaid mail coming from or going to any place outside Canada – except the United States and Mexico – would be liable to be charged

double the amount deficient but not less than 30 centimes (6 cents).

As a consequence of the July 1922 Official Guide Supplement, the rule in the Official Guide was changed to include the British Empire – except India – in the list of countries (United States and Mexico) exempt from the 6¢ minimum charge.

A 1924 Postal Guide reduced the minimum charge to 10 centimes, which is equal to 2 cents, regardless of where the short-paid mail was coming from or its destination.

**Post Cards at the Printed Matter Rate**  
Post cards with no message could be sent at the printed matter rate.

The sender of the card at Fig. 13. wrote a short message on the picture of the card and so incurred a penalty.

The rule stated that, where applicable, the stamp was to be affixed in the upper right hand corner of the face of the post card.

*(to be continued)*

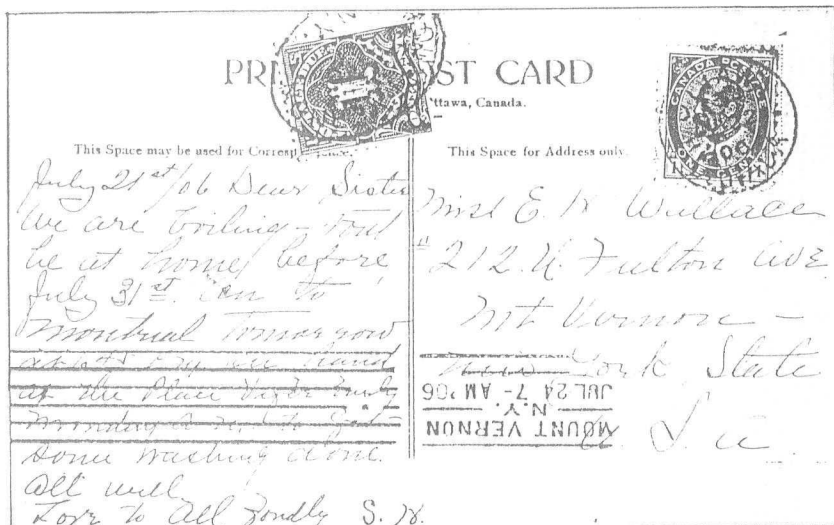


Figure 9. A 1906 divided-back post card franked with a 1¢ Edward and taxed only the deficient amount of 1¢.

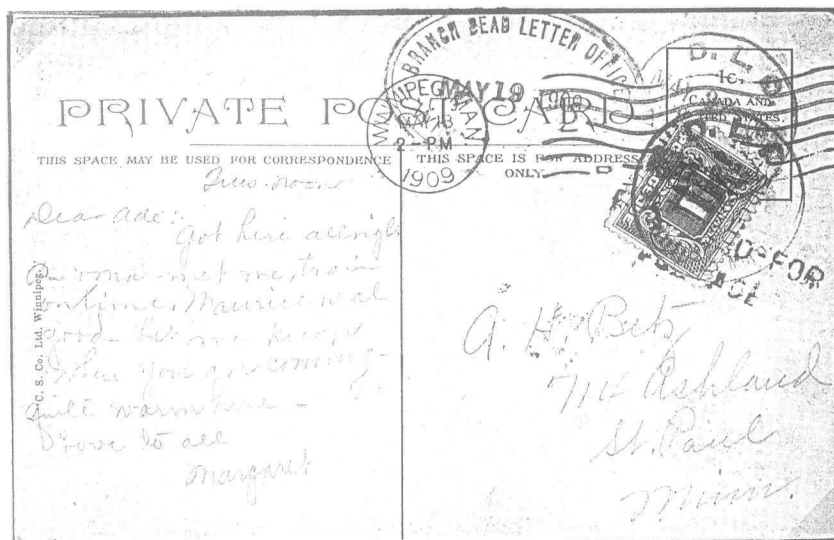


Figure 10. A 1909 divided-back post card to the United States, posted without stamp, ended up in the Branch Dead Letter Office. After the addressee paid the 1¢ as requested by the D.L.O., a 1¢ Postage Due stamp was affixed to the card. The D.L.O. clerk then cancelled the stamp with a D.L.O. rubber hand stamp.





Figure 13.



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**The late Ron Winmill was an avid researcher and, before his death, he provided your editor with a series of articles based on his own selection, in terms of interest and importance, from documents found in the Postal Archives. The reference to 'Editor' in the text relates to Ron himself.**

## **FROM THE ARCHIVES**

### **PART I**

#### **R. B. Winmill**

This is the initial article in a series featuring reprints of various departmental orders and related documents which delineated the framework under which the post office in Canada laboured, during its infancy.

Documents selected have been chosen to meet several criteria, general interest to the membership and general lack of availability being of paramount concern. It is probable that nobody will be fully satisfied with the selection advanced by the editor of this series. However, in addition to the two criteria alluded to earlier, the selection is subject to the dictates of factors such as space limitations, perceived collector (or student) interest, related material previously appearing in print and, most poignantly, the whims of the editor. It is

the sincere hope of the editor that this series will prove to be of use and value to many of the members of the Society.

The first departmental order, dated 12 December 1829, pertains to a lack of understanding of the rules as they related to the payment of postage on newspapers and represents an attempt to clarify them. The second departmental circular presented (the eleventh one issued) refers to a persistent problem that plagued the postal system for many years – that is to say, the collection and disposition of monies owing to the United States Government in respect of their services. The final circular presented this time (Number 15) is dated 12 April, 1830, and altered the fashion in which some 'refused' letters were handled.

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## **REMINDER**

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## DEPARTMENT ORDER No. 10.

*Intended for the government of those Postmasters }  
who have neglected to comply with Circular No. 3.*

GENL. POST OFFICE,  
Quebec, 12th Dec. 1829.

**T**HE Deputy Postmaster General is sorry to observe, that notwithstanding the instructions contained in Circular No. 3, directing Postmasters to collect 1d. each, as British Postage, upon American Newspapers sent by the mails, several Postmasters have neglected to account for this Postage, and upon being called upon for explanation, have assigned reasons which prove that the order has not been understood by them; some thinking that they were not to demand it except it appeared noted on the Post Bill of the Forwarding Postmaster, whilst others have considered that the word "Paid" which is sometimes stamped on the covers of the Papers, signified that all the postage had been previously paid, whereas that word "Paid," is stamped in the United States, and applies only to the American Postage!—It is not expected, or intended, that the Postmaster who receives those papers in the first instance from the United States, and forwards them to other Postmasters, is to enter the British Postage on the letter Bill—this is not necessary—but the receiving Postmaster is to make a uniform rule of collecting 1d. as British Postage upon every *American Newspaper* which reaches him thro' our mails, excepting only such as may be for his own use, and Exchange Papers for Printers, which go free of British Postage. At the end of the Quarterly Period, each Postmaster is to make up a statement of the *number* of American Papers delivered out by him, and carry the Postage, at the rate of one Penny each, into his Account Current, opposite the item prepared for it.

It can scarcely be necessary again to acquaint Postmasters that should the above mentioned Papers at any time be chargeable with *United States Postage*, they will be informed thereof by the Forwarding Postmaster, to whom they must account for it, the same as for any other American Postage—that is, in a private account, as he (the Forwarding Postmaster) is obliged to collect this Postage for the United States General Post Office.

The Deputy Postmaster General hopes that he has now so distinctly explained this subject as to preclude the necessity of his ever again reminding Postmasters of their duty relative to it.

## DEPT. ORDER No. 11.

GENL. POST OFFICE,  
Quebec, 12th Dec. 1829.

**T**HE Postmaster of Niagara has made a formal complaint to the Deputy Postmaster General, of the difficulty he experiences in collecting from many of the Postmasters in Upper Canada, the sums due to him for American Postage—and he has sent a list of upwards of thirty of those Defaulters—with the amount of the debt of each, to most of whom, he adds, he has written, demanding the money but without effect! It is *painful* to the Dy. Postmaster General, and it ought to be *unnecessary*, to animadvert upon the extreme impropriety and injustice of the conduct described by Mr. Crooks:—it is surely unreasonable to expect the Postmaster of Niagara to advance to the American Government the Postages due to him by his Brother Postmasters, and yet either he or the Dy. P. M. General must do this, or the Post intercourse with the United States cannot be maintained. The Postmasters to whom the above observations apply are now desired without further delay, to remit their respective balances to Mr. Crooks, and pointedly to observe, in future, to settle their American Postages punctually at the termination of each quarterly period—or within 10 days after that time.

It may not be useless here to remark that besides Mr. Crooks, the other Postmasters who communicate with the United States, have likewise frequently represented the tardiness with which their accounts for American Postage are liquidated, but they have as yet refrained from stating the names of the individual Postmasters who create this unnecessary trouble.

**T. A. STAYNER:**



DEPARTMENT ORDER, No. 15.

GENERAL POST OFFICE,

QUEBEC, 12th April 1830.

All letters which have been "*Refused*" or which are addressed to persons who have left the Country, must (*provided they are not rated with any United States Postage*) henceforth be mailed to the Quebec Office *every week* instead of being kept over, with other Dead Letters, to the end of the Quarter, as heretofore.—These letters must have the reasons for which they are sent in, assigned on the back of each, *in red ink*, and bear also (underneath) the Post mark of the Office which transmits them.

It should be observed that they are to be mailed in the ordinary way to the "*Quebec Office*" and included in the Letter Bills, and not addressed to the D. P. M. Genl.

Other unclaimed letters, the owners of which are unknown, and which it is therefore necessary to advertize, *and all that are liable for any United States Postage*, are to be sent in Quarterly, with the periodical returns, and charged in the account current opposite the Item "*Dead Letters.*"

The above regulation has just been received from the General Post Office, London, and the D. P. M. Genl. has been enjoined to see it strictly enforced.

T. A. STAYNER.  
D. P. Mr. Genl.



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BOOKLETS & BOOKLET PANES	PATRIOTIC COVERS & POSTCARDS
BRITISH COLUMBIA POSTAL HISTORY	PENCE ISSUES
CENTENNIAL (1967) ISSUE	PERFINs (PRIVATE)
CINDERELLA MATERIAL	PLATE BLOCKS
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## NEWFOUNDLAND VIGNETTES (5) CIVIL CENSORSHIP, 1945

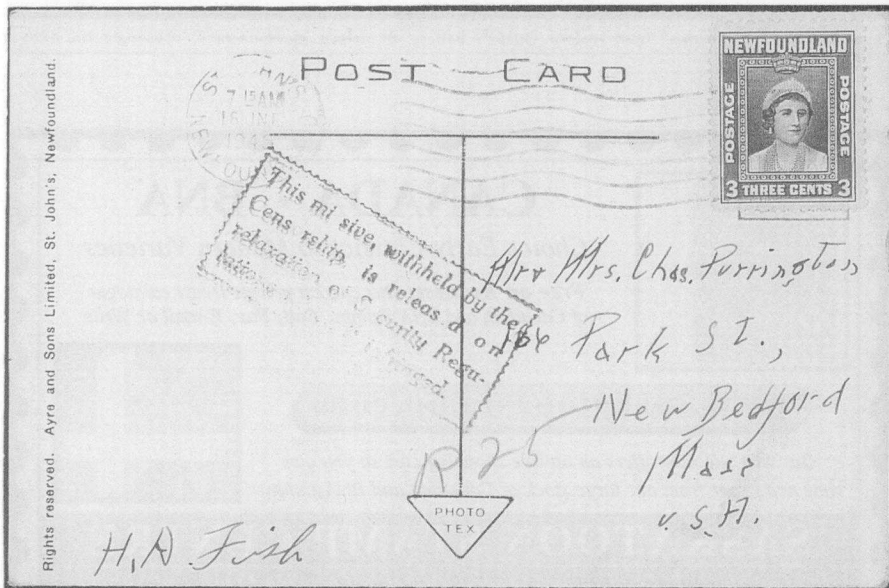
Dean Mario

Newfoundland's geographic location was extremely important during the Second World War. Censorship regulations of the mails and telegraphs were of vital importance; offending items were occasionally returned or held by the censorship office.

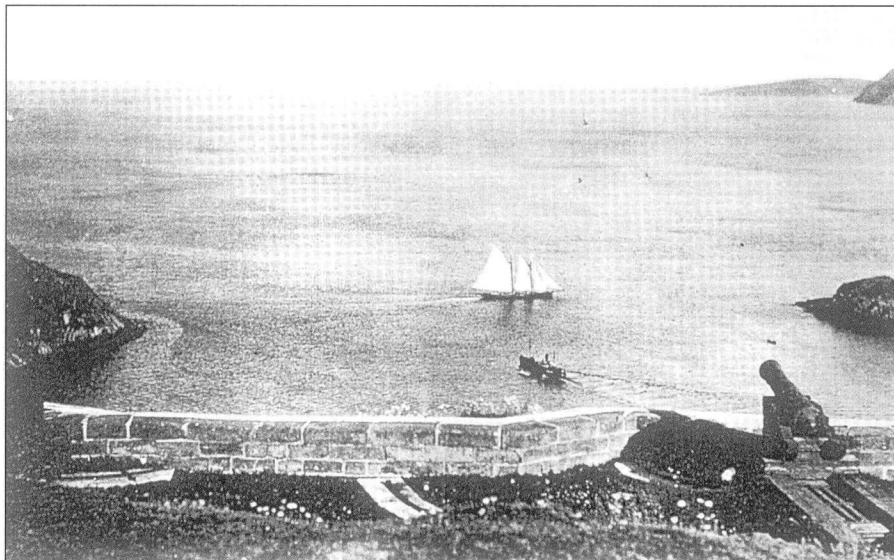
This rectangular marking (23mm x 50mm) in blue ink on the illustrated postcard bears an unusual marking. I do not believe that it has been recorded. The postcard is dated 16 June 1945 and was sent to the United States.

The rubber handstamp denotes: This missive, withheld by the/ Censorship, is released on/relaxation of Security Regulations which it infringed.

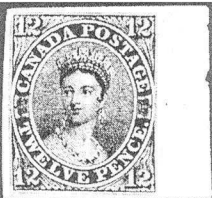
The viewside (over) depicts a scene of 'The Narrows' of St. John's harbour, along with the Queen's Battery fortifications. Note the 'ancient cannon' guarding the harbour. Obviously this scene was of some concern to the censors and so it was held until security was of little consequence.



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Looking out "The Narrows" from Historic Queen's Battery, St. John's, Newfoundland. Copyright No. 4120.



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## THE LADY BOATS (1)

David F. Sessions, FRPSL, FRPSC, FCPS

The Lady Boats were a fleet of five cargo/passenger ships run by the Canadian National Steamship Company, mainly in the 1930s, between Canada and the British West Indies. As well as cargo and passengers the ships were licensed to carry mail. Between them they provide an interesting and compact little study.

In their heyday the ships were extremely popular with the inhabitants of the West Indian islands on their itinerary, bringing as they did much needed supplies of flour and fish, potatoes and apples, lumber and manufactured goods. In the case of Bermuda, which relied on rainwater for its fresh water supplies, when stocks were low the Lady Boats brought fresh water for the hospital.

They also provided a valuable export channel for sugar, rum, fruits and spices. As they were also luxury liners they could probably be described as the finest banana boats in the world! Even today their popularity seems to be much stronger among collectors of BWI material than among collectors of Canadian material. Over almost 60 years of continuous publication, the only references in 'Maple Leaves' are our founder A. E. Stephenson's article, 'The Canada-BWI Sea Routes' in 1949 (Ref. 1) and The Yellow Peril's 'Posted on Board the Lady Nelson' (Ref. 2) some 50 years later. Publication of an article last year in 'Gibbons Stamp Monthly' demonstrated to the author a much keener appreciation of the subject by

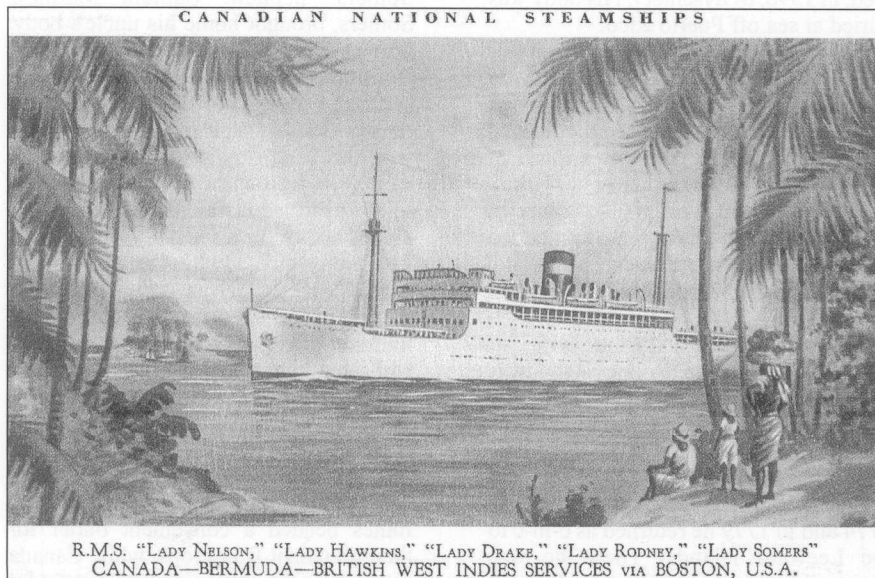


Figure 1.

collectors of BWI and the existence of several strong collections.

Before delving into the background of the ships and their markings, perhaps we should address the question of their names, the wives of five British admirals who had strong connections with the West Indies.

#### **Call me madam**

*Lady Nelson* was Frances Herbert Nisbet (nee Woodward), born on Nevis in the West Indies. Frances married Dr Nisbet at the age of 18 but he died soon after the wedding. Horatio Nelson married the young widow during one of his periods of service in the waters of the West Indies.

*Lady Drake* was the wife of Sir Francis Drake who, in the years prior to his defeat of the Spanish Armada, spent time in the West Indies harassing the Spaniards as a privateer under licence from Queen Elizabeth. It was on an expedition to the West Indies that he died, in 1596, of dysentery. His body was buried at sea off Puerto Rico.

*Lady Hawkins* was the wife of Sir John Hawkins, a kinsman of Drake, who was also involved with the Spanish Armada, having re-organised the fleet as Navy Treasurer. He too was a thorn in the flesh of the Spaniards, or more particularly their West Indian trade. In 1595, along with Drake, he commanded an expedition to the Spanish Main and, oddly enough, like Drake he died at Puerto Rico.

*Lady Rodney* was the wife of Admiral Sir George Rodney who was appointed, in 1761, commander-in-chief on the Leeward Islands station from which he captured Martinique, St. Lucia and Grenada in 1762. He subsequently served as c-in-c Jamaica from 1771 to 1774 and in 1779 he returned as c-in-c to the Leeward Islands. There he was responsible for the capture of a Spanish convoy off Cape Finisterre and defeated

a squadron off Cape St. Vincent (1780). In 1781 he captured Dutch islands in the West Indies before returning to England. In 1782 he was back with a brilliant victory over the French at Dominica.

*Lady Somers* was Joanna, wife of Sir George Somers a founder of the South Virginia Company. Sir George was concerned with transporting colonists to the new plantations in Virginia. In 1609 his ship, the 'Sea Venture', ran onto the reefs of Bermuda's Discovery Bay, while en route to Virginia with supplies and more colonists. The castaways managed to reach the uninhabited islands (part of the Bermudas) which became known as the Somers Isles, still Bermuda's official alternative name. Sir George supervised the building of two vessels from the wrecked 'Sea Venture' and sailed the 143 castaways to Jamestown, Virginia, in May 1610. He returned to Bermuda for food supplies but died there on 9 November 1610. The following year Somers' nephew, Captain Matthew Somers, brought home his uncle's body, less the heart which was buried in Bermuda at Sir George's wish. He secured a charter for the land on behalf of the South Virginia Company. Next year the Company sold the islands for £2,000 to a group of adventurers and in 1684 the Bermudas came into possession of the Crown.

One wonders why the ships were named after the wives, rather than their distinguished spouses; perhaps the tradition of referring to ships as females had something to do with it.

#### **Background to the service**

Back in the nineteenth century, trade between Canada and the West Indies was considered to be important. In the days before efficient refrigeration, the West Indies needed a convenient outlet for their abundant fruit crops, while Canada was a keen importer of such and found the West Indies a useful buyer of timber.

Thus, prior to the turn of the century, subsidies were being granted to the BWI and Cuba. That to Cuba ceased in 1896 and to Jamaica in 1912.

Several attempts were made to create a regular and reliable schedule but service remained piecemeal and was run by private companies for their own advantage. In 1920 Canada and Jamaica signed a service agreement, with Canada undertaking to sponsor a shipping service. The Canadian Government Merchant Marine (CGMM) was to provide regular sailings to Jamaica and British Honduras; Bermuda was added in 1922. That same year the Royal Mail Steam Packet Company (RMSPC) won a five year contract to carry mail from Canada to the eastern islands with the help of a subsidy of \$340,666 p.a.

The services were not successful, the ships were elderly and did not have provision for perishable goods. The terms of the agreement meant that unprofitable runs had to be included; this left private companies to cherry pick.

In 1925 the Trade Agreement was renegotiated. There were two tenders for the Eastern Service; Canadian National Steamships (CNS) and the RMSPC. For the Western Service only CNS tendered. The CNS tenders were accepted and RMSPC withdrew in 1927, at the end of their five year contract.

Canadian National (West Indies) Steamships Ltd therefore came into being. New vessels would be needed so, in the meantime, the CGMM operated a temporary freight and passenger service, using the 'Canadian Pathfinder' and 'Canadian Skirmisher' which had been converted for that purpose. The 'Canadian Transporter' was also used, but for freight only. In 1927 'An Act respecting the Canadian National Steamships and to provide for the establishment of the West Indies Services' was passed in Parliament and

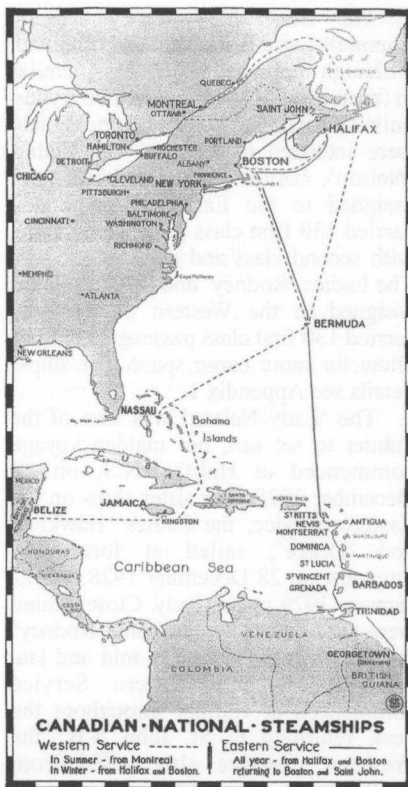


Figure 2.

\$10 million was appropriated to build new vessels and re-condition older CGMM ships.

Five new passenger ships, with refrigerated cargo facilities, were to be built. Meanwhile six freight vessels were transferred from the CGMM to the CNS. Three of them 'Chomedy', 'Colborne' and 'Cornwallis', were assigned to the Western Service. Two, 'Cavelier' and 'Cathcart', carried no passengers and were converted to carry bananas on the Western Service, along with 'Connector' which was re-fitted to carry 20 passengers. The Eastern Service ran to British Guiana, the Western to Jamaica.

The new ships were built by Cammell Laird in Birkenhead, England. Although they were sister ships, similar in dimensions, there were two types, built specifically for the services they were intended to operate. The Ladies 'Nelson', 'Drake' and 'Hawkins' were assigned to the Eastern Service and carried 130 first class passengers, along with second class and deck passengers. The Ladies 'Rodney' and 'Somers' were assigned to the Western Service and carried 130 first class passengers only, to allow for more cargo space. For ships' details see Appendix 1.

The 'Lady Nelson' was first of the quintet to set sail, her maiden voyage commenced at Halifax N.S. on 14 December 1928. Her sister ships on the Eastern Service, the Ladies 'Hawkins' and 'Drake', sailed at fortnightly intervals, on 28 December 1928 and 11 January 1929 respectively. Close behind were the Ladies 'Somers' and 'Rodney' on the Western Service in mid and late April 1929. The Eastern Service commenced at Halifax throughout the year, returning to St. John N.B.; the Western Service also sailed from Halifax in the winter but in the summer, when the St. Lawrence was free of ice, Montreal was the starting point. The Western Service cruises ended at the port from which they began, i.e. Halifax or Montreal.

The Eastern Service was originally fortnightly, with the round trip lasting about a month and the Western Service monthly with the round trip lasting nearly three weeks. Boston was not originally included among the ports of call but this omission was rectified early on in an effort to entice American tourists. The date of Boston's inclusion in the itinerary is not clear but it was probably early in 1931; I have a cover posted on board the 'Lady Rodney' which carries a Boston receiver dated 26

June 1931. The inclusion of Boston involved a certain amount of re-scheduling; cruises commenced on Thursdays instead of Fridays, for instance.

The ports of call on the Eastern Service after Halifax were: Boston, USA; St. Kitts; Nevis; Antigua; Monserrat; Dominica; Barbados; Trinidad and British Guiana, returning by the same route but to St. John. The Western Service, after Halifax or Montreal, called at Boston; Bermuda; Bahamas and Jamaica. From Jamaica a supplementary service to Belize (British Honduras) was offered aboard the R.M.S. Connector, a cargo boat with accommodation for 20 passengers (Figure 2).

Whilst, initially, the cargo holds were reasonably well filled, trade slackened as the thirties unfolded; remember these were the depression years. The refrigerated holds remained fully viable for fruit; cargo such as sugar and molasses was cheaper to transport by tramp steamer. The economic climate was probably not ideal in respect of passenger cruising either. The Company's Annual Report for 1935 showed a loss, over the first five years of operation, of more than \$1 million. Ultimately it was decided that the terms of the 1925 Trade Agreement should be met and that the Canadian Government would continue to subsidise the operation.

Thus the services continued until the early years of World War 2, when boats were commandeered and three of the five Ladies were lost.

#### **Paquebot regulations**

The UPU drew up international regulations for ship mail in 1891 and six years later, at the Postal Union Congress in Washington, the term 'Paquebot' was adopted to denote mail posted on board ship.



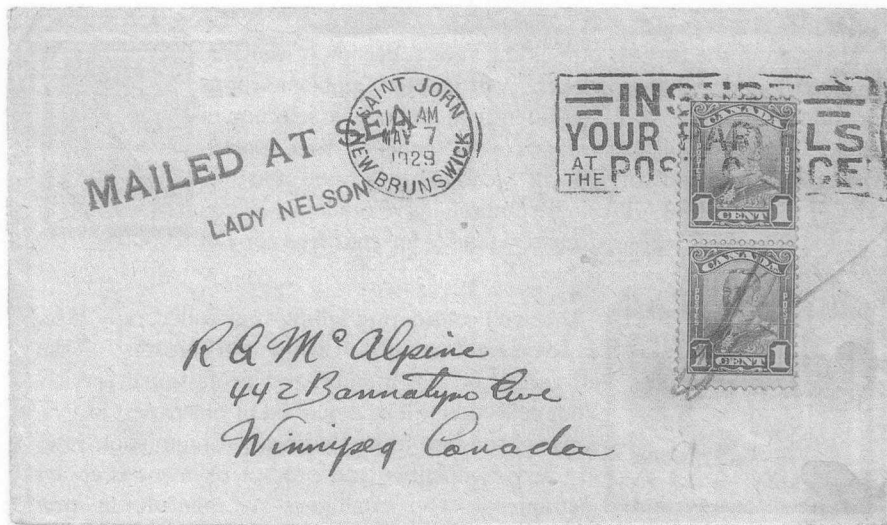


Figure 3. Initial straight line handstamp used on board the 'Lady Nelson'.

At the Stockholm Congress in 1924 it was established that mail posted on board ship should carry stamps of the same nationality as that of the ship in question, whilst mail posted in a port should bear stamps of that country.

Thus it would seem that, in the case of the Lady Boats, only covers bearing Canadian stamps were actually posted on board or, perhaps, at the home port. It was possible to post mail at the ports of call and have it carried by ship's tender to the waiting ship which, at most places, would be anchored off shore. Thus a wide range of Canadian and BWI stamps can be found on 'Lady Boat' covers, not to mention Canadian stamps with 'foreign' cancellations and vice versa. Eager and enterprising collectors no doubt added to the variety!

In addition to various transit and receiving marks, each of the Lady Boats had its own identifying hand stamp which would be applied on board to all mail passed through the purser's office. It is the variety and sequence of the hand

stamps that are particularly addressed in this study. Not surprisingly, over a period of more than ten years, the colour of the hand stamps varied according to the ink pad in use. Some variation relates, of course, to the wear of the pad and the viscosity of the ink, not to mention the effect of sunlight; however definite colour changes result in red, purple, mauve, blue and black impressions. In trying to record a sequence, the colours purple and mauve in particular are, at times, impossible to categorise. One also surmises that more than one pad may have been in use at the same time, either by force of circumstance or philatelic initiative.

#### **The ships' markings and respective fates**

All five ships carried a straight line 'MAILED AT SEA' hand stamp initially and use continued well into 1931 or even 1932 (Figure 3). The mark was usually accompanied by a smaller straight line hand stamp indicating the name of the ship. The initial hand stamp is c58/9mm in length. Two of the five ships used, in

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addition, shorter hand stamps c45-48mm long.

A descriptive hand stamp incorporating the ship's tonnage is occasionally found, these are not incorporated in the listing that follows. In the case of the 'Lady Drake', two versions have been noted showing different tonnage!

As a result of wartime security arrangements, from the end of September 1939 until resumption of post war service, it should not be possible to identify which ship carried specific items of mail. However several covers, with post September 1939 dates and still bearing the ship's name, have been noted.

It is not always possible to correlate transit or arrival dates with scheduled dockings of the Lady Boats. Discrepancy of a day or two is not unusual as the port of call postal marking was applied after

the mail arrived at the port post office; this will have been delayed in the event of evening or week end docking. Wider, sometimes impossible, discrepancy may have come about as a result of philatelic activity; it was possible to obtain strikes from ships' hand stamps by favour.

#### *Lady Nelson*

The straight line mark was superseded in late 1931 by a double lined oval (52mm) which was in use until mid 1936 (Figure 4). A double lined circular mark (34mm) appeared around August 1936 (Figure 5) and was, in turn, replaced by a smaller double lined circle (25mm) in April 1939 (Figure 6). This latter hand stamp appears to have been used up until the boat was sunk.

On the night of 9 March, 1942, 'Lady Nelson' was lying at anchor in the harbour at Castries, St. Lucia. Just off the islands a German submarine, U161,

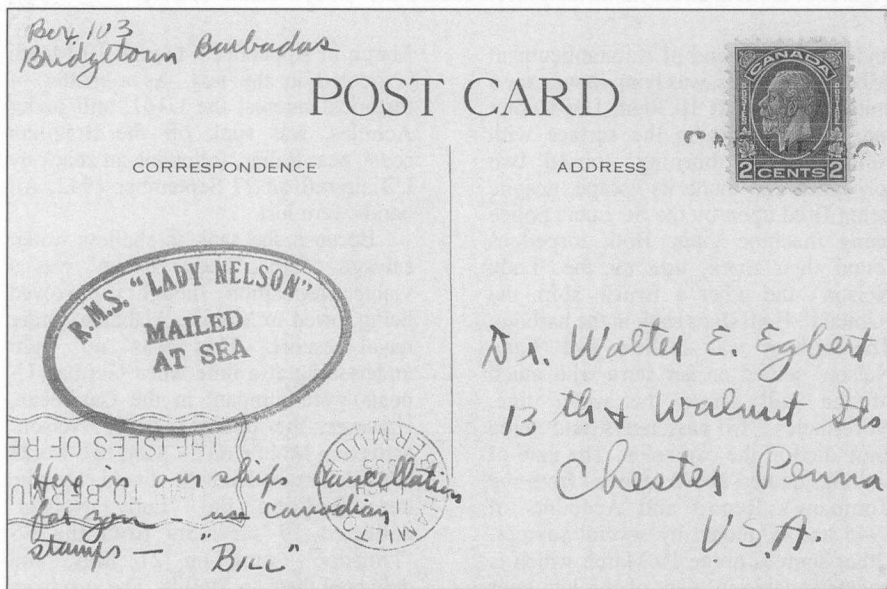


Figure 4. Oval handstamp used on board the 'Lady Nelson', March 1935. Stamp cancelled by Paquebot handstamp at Hamilton, Bermuda



Figure 5. Double circle handstamp used aboard the 'Lady Nelson' 1936-39

under the command of Kapitanlieutenant Albrecht Achilles, was lying in wait for a suitable target. At 10.30pm U161 crept into the harbour, on the surface with running lights burning, loosed two torpedoes and made its escape, despite being fired upon by the St. Lucia police using machine guns. Both torpedoes found their mark, one hit the 'Lady Nelson', the other a British ship, the 'Umtala'. Both ships sank in the harbour. The harbour was shallow and 'Lady Nelson' settled on her stern with much of the hull above the water line. Nevertheless 15 passengers and three crew died in the explosion. The date of sinking, quoted above, derives from the Company's Report and Accounts of 1945 and is quoted by several sources. Other sources quote 10 March which is understandable in view of the late hour of the strike. Oddly, Felicity Hannington's book (Ref 3) shows 22

March in Appendix 9 though 10 March is quoted in the text. As a matter of historical interest the U161, still under Achilles, was sunk off the Brazilian coast, near Bahia, following an attack by US aircraft on 27 September 1942. All hands were lost.

Because she sank in shallow water, salvage of the 'Lady Nelson' was a viable proposition, though it involved being towed to Mobile, Alabama, under naval escort. This was no light undertaking at a time when German U-boats were rampant in the Caribbean. However, the battered 'Lady Nelson' arrived in Mobile on 29 May, two weeks after departure from St. Lucia. Despite her condition the 'Lady Nelson' collected 19 survivors from the SS 'Troisdock', sunk on 21 May, and delivered them to Mobile. The survivors had been picked up by HMS Clarkia.

The 'Lady Nelson' was completely

repaired and converted into Canada's first hospital ship; by 18 February 1943 she was ready to put to sea again. The 'Lady Nelson' returned to her home port of Halifax in early spring and commenced service, under charter to the department of National Defence, in April 1943. During her subsequent war service the 'Lady Nelson' clocked up 31 transatlantic voyages unscathed, covering 192,000 miles and bringing home 25,000 men.

The 'Lady Nelson' was not immediately demobilised on cessation of hostilities, she was used to repatriate prisoners of war and, later, to return servicemen from Europe, in some cases with their war brides. She made her last voyage as a hospital ship in February 1946, when she picked up a group of wounded men in Southampton and returned them to Halifax.

It was not until late 1947 that the

'Lady Nelson', along with the surviving 'Lady Rodney', was ready to recommence her full peacetime role, having been fully re-furbished.

Two similar hand stamps were used in the post war period. The first appears to be the one used between 1936 and 1939, which is a little odd as it had been replaced in April 1939. However, computer produced enlargements and overlays suggest a new hand stamp. It was superseded in 1950 by a hand stamp of the same configuration and wording but the lettering in the latter is sanserif.

The service did not flourish in the post war years and 'Lady Nelson's' last voyage apparently ended at St. Johns, N.B. on 1 November 1952. She was sold, along with 'Lady Rodney', to Egypt in 1953. There she was re-named 'Gumhuryst-Mier' and later 'Alwadi'.

*To be continued.*

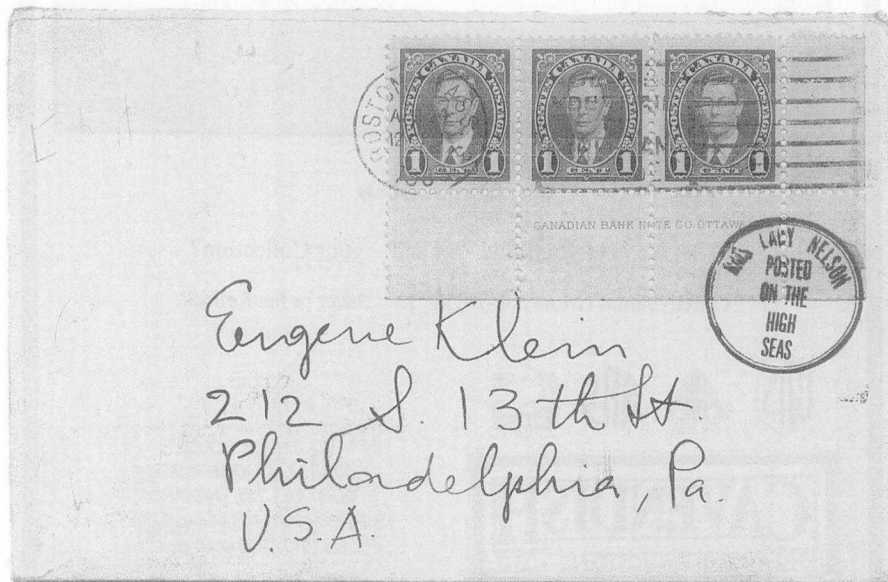
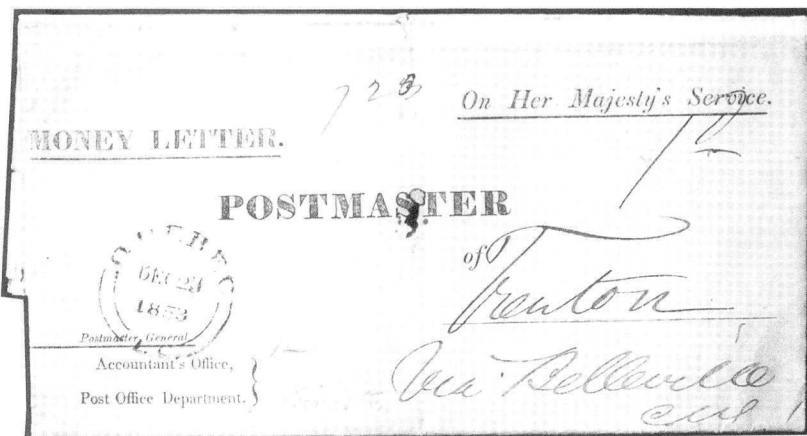


Figure 6. Small circular handstamp used aboard the 'Lady Nelson' in 1939.

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## LETTERS TO THE EDITOR

**Les Taylor**

### HECK OF A PRICE!

I came across the cover below in Corinphila's sale of Austria, Austrian Levant etc., which took place on 15/16 May last (lot 792). Sent from Philipopoli (now Plovdiv) in Bulgaria, it could well have been of interest to some CPS members but the estimated price was a bit daunting – c. £3,000!

**John Wright**

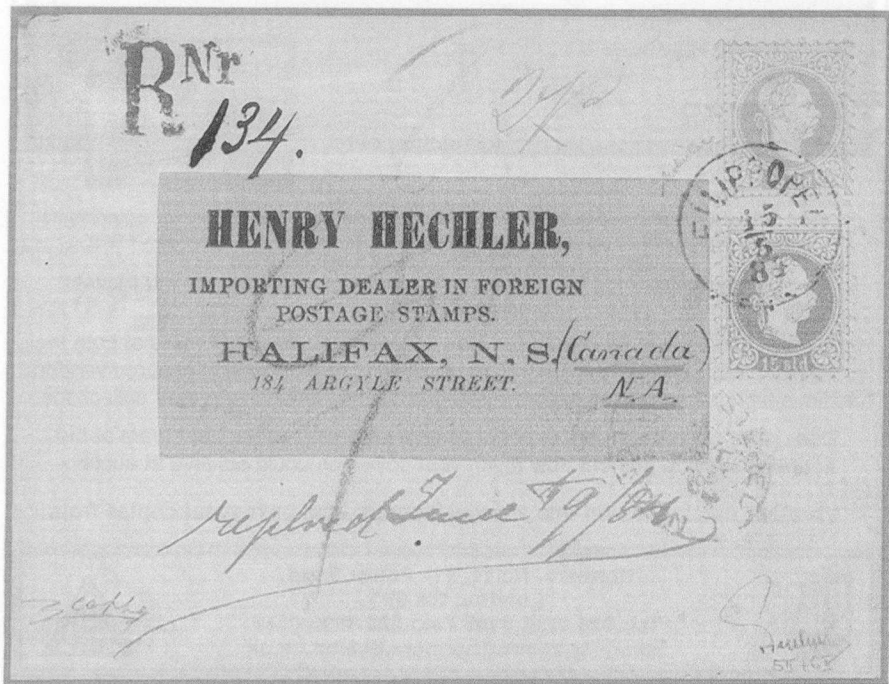
### HELP!

I would be most grateful if our members could give me some assistance.

**Zephirin Vezina:** I have a number of covers addressed to this gentleman,

who was a Prothonotaire in St. Joseph de Beauce from about 1860 until the mid 1880s. He must have been of some importance. I would like to know his approximate dates of birth and death, the years between which he was active in St. Joseph, and his official title. I wrote to the Chief Archivist at St. Joseph (with SAE) but was twice ignored.

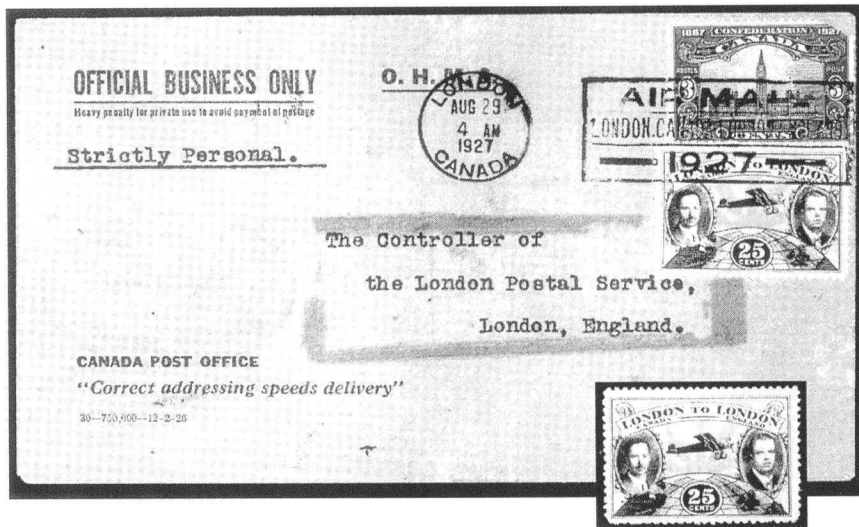
**John Spread Baldwin:** I know he was in partnership with Jules (or Julius) Quesnel as I have a few covers from their correspondence (1818-1837). What I would like to know is whether this is the same Baldwin who was in partnership with Sullivan; also whether that Sullivan was the same R.



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B. Sullivan who was Commissioner for Crown Lands in the 1840s. Here, I tried the Curator of the Toronto Postal Museum (as Baldwin was a York/Toronto man) but again my letter and SAE were ignored!

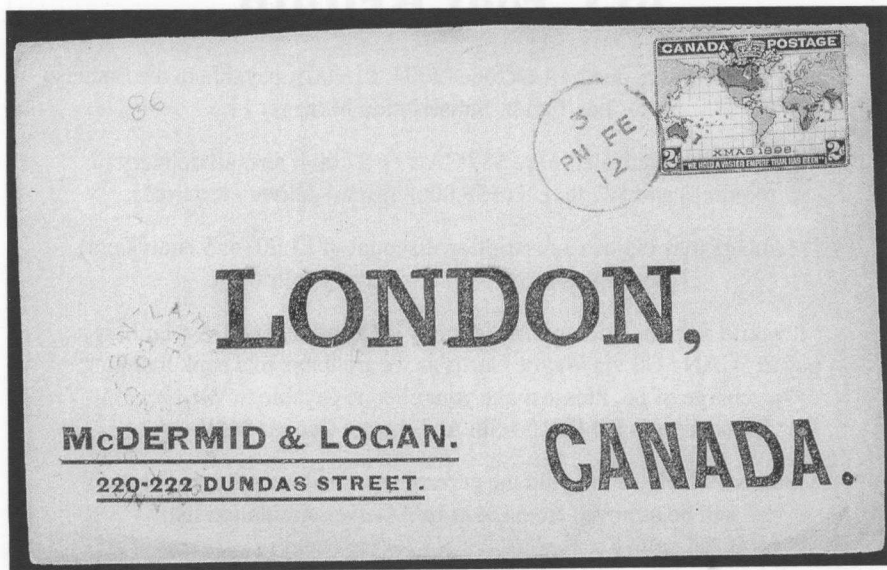
Finally, an enquiry about 'Posted Unpaid'. I have a postcard sent from Kingston, Ont., to Ottawa in 1908, posted unpaid, handstamped 'RETURNED FOR POSTAGE', sent to the Dead Letter Office, marked with a large rose-lilac '1', and a 1c KE postage stamp added and cancelled 'Branch Dead Letter Office'. A second card, sent from Illinois to Calgary in 1911 unpaid has a pencilled 'Due 1c' over stamped with a bold '2' and a 2c PD stamp added. Why the difference in treatment? Was it because the first was domestic, the second from the USA? Any help which can be given would be much appreciated.

**Rob Lunn**

### **CARRIER MARK AS A CANCELLATION**

The commercial return-addressed London cover shown below was posted from La Hay Island, NS on February 7, 1900 as evidenced by two light split ring strikes at the lower left. The map stamp is tied by a very fine London single ring 3/PM FE/12 carrier mark – obviously as an arrival marking. Carrier markings, whether despatching or receiving, are most unusual and when used to tie and cancel a map stamp, very rare. As far as I know these carriers were in use around the turn of the century by several cities (Barrie, Brantford, Montreal, St John NB, Toronto, Vancouver, Victoria, Winnipeg, Hamilton, Kingston and London).

My questions are: What exactly are these intriguing markings for? What is the significance of 3/PM FE/12?



I am grateful to the YP for the above Valentine gift.

**Editor's note:**

*Carrier marks, when used, were applied at the receiving post office and generally time/dated later than the time/date shown on the receiving marks. The theory is that the mail was stamped by the receiving P.O. on arrival in the usual way and then stamped with the carrier mark when passed over for delivery. No official reason is known (to me) for the use of carrier marks but the suggestion is that they served as a check on the carriers, an effort to ensure prompt delivery.*

*The London carrier mark has been*

*recorded from January 1884 to April 1901, time marks of 8am and 3pm only have been noted. The decode of the mark illustrated is '3pm Feb 12th', which is reasonably consistent with the La Hay despatch postmark dated 7 February (a Wednesday); 12 February 1900 was a Monday.*

*Jacque Houser wrote about carrier marks in BNA Topics back in the 60s, this is where I gleaned my information: Topics v22 No.4, 1965, pp94/5 & 101; v22 No.7 pp 171/2; v23 No.2, 1966, pp43-5; v25 No.7, 1968, pp 178/9, 187. Interested members who do not have access to the journals in question would do well to contact our Librarian, Brian Stalker.*

## Canadian Philatelic Society of Great Britain

Annual subscription, due on 1 October 2004, £16.00‡, payable to the Society,  
to: Les Taylor, Subscription Manager.

The dollar equivalents are \$37 CAN (+ \$7.00 if airmail delivery required) and \$27.00 US (+\$5.00 if airmail delivery required).

‡Members may claim a subscription discount of £3.00 (or \$ equivalent) if payment is made before 1 January following.

It would help the Society considerably if Canadian and US members pay in \$CAN / US via Wayne Curtis as we are liable to a bank handling charge of £6. Please make your cheque payable to Wayne, his address is PO Box 74 Stn A, Toronto, Canada M5W 1A2.

Members who have not paid the current year's subscription by 30 April will be removed from the *Maple Leaves* circulation list.

## SOCIETY NEWS

### From the President

Due to higher costs in London and the South East, the registration fee for this year's Convention will be £15 instead of the usual £10. The fee is only charged in respect of members, not their guests.

The local theatre programmes are not yet available, otherwise the programme is as advertised.

For the benefit of our overseas members, colour photocopies of 16 sheets prepared for the Friday morning members' displays and five minute talks are perfectly acceptable, but not for competition entries.

Eve and I are looking forward to meeting many old friends and, hopefully, a number of new ones.

### Scottish & NW Group

Ten of the usual suspects foregathered at the Annandale Arms in Moffat on 24 April for an enjoyable and entertaining afternoon provided by themselves. John Parkin led off with a comprehensive display of the 1939 Royal Visit with Canadian, American and Newfoundland covers and photographs plus collateral material covering the event. Albert Govier, informed us he had recently celebrated his 57th wedding anniversary, which was why he missed the last meeting, thus betraying a peculiar sense of priorities. He entertained us with 75 varieties to be found on Newfoundland stamps. John Hillson followed with pages of the half cent and two cents Small Queens, but has promised not to do it again, not for a while anyway. Jim Bissett produced a fascinating array of Money Letters and Registered Letters from throughout Queen Victoria's reign, a number of mouth watering items having come from the recent Harrison sales. Bob McLeish brought us back to earth with, since it is

something over 25 years since the first one appeared, a show of Canada's miniature sheets issued since the 1978 Capex commemorative. Further contributions were provided by John Atkinson with stamps commemorating the Group of Seven, Norman Reilly with KGVI material and Andrew Lothian with QEII slogan and flag cancel cut-outs. Ken Andison wound up the afternoon with a show of used material from 1980 onward.

The next meeting is scheduled for Saturday afternoon, 30 October, same venue.

### Forthcoming Events

#### 2004

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

Nov 20/21 ABPS National Philatelic Competition, Basildon

#### 2005

Feb 23-27 Stampex, Islington, London

Feb 24-26 Philatex, Horticultural Hall, London

Apr 28-May 1 Australia 05

May 10-15 Brno 2005, Czech Republic

May 27-29 ROYAL 2005 ROYALE, London, Ontario

Jun 2 Naposta 2005, Hanover, Germany

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

Sep 14-18 Stampex, Islington, London

Sep 21-24 CPS Convention, Renfrew

#### 2006

May 27-Jun 3 Washington 2006

## HANDBOOKS FOR SALE

July 2004

Postage & packing is extra

Squared Circle Cancellations, 5th edn.	BNAPS	£24.50
Small Queens Re-appraised	Hillson	£6.50
Canadian Booklets, Dotted Dies	Harris	£8.50
Slogan Postal Markings 1941-1953		£6.00
Slogan Postal Markings 1912-1953		£6.00
Yukon Airways	Topping	£9.00
Major Toop Canadian Military Postal History	R.F. Narbonne, C.R. McGuire	£20.00
Specimen Overprints of B.N.A.	Boyd	£13.50
Canada's Registered Mail 1802-1909	H.W. Harrison	£65.00
Canada's Post Offices 1755-1895	F.W. Campbell	£19.00
Canada Post Official First Day Covers	A. Chung, R.F. Narbonne	£14.00
Air Mails of Canada 1925-1939	G. Arfken, W.R. Plomish	£19.00
Canadian Re-Entries 1852-1953	H. Voss	£15.00
Plating the Canadian Map Stamp of 1898	K.A. Kershaw	£28.00
Fancy Cancels on Canadian Stamps 1855-1950	D.M. Lacelle	£16.50
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See previous advertisements for other books in stock

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## Palmares

The following members, showing BNA material, were successful at recent national level shows in Canada.

Edmonton Spring National 26-28 March, 2004.

Gold:

David Piercey – Newfoundland: The Postal Issues 1865-1908

William Topping – Canadian Pacific Steamships Way Mail

Vermeil:

John Jamieson – Newfoundland: John Guy Tercentenary 1910-1911 Issue

William Robinson – Northern Gold

Earle Covert – C.O.D. in Canada

Earle Covert – 1897 Tobacco Stamps of Canada

ORAPEX 2004, 1-2 May

Gold: John Cooper – Booklets Under Four Reigns

Vermeil:

Richard Lamb – Rennie's Seeds

Charles Livermore – Thanks for the Smokes

One-frame Entries

Vermeil: Doug Lingard – Canadian Philatelic Disaster Covers

Silver:

Fred Fawn – To the Corners of the World

Fred Fawn – Large Queen Postal History

## To Canadian Philatelic Society of Great Britain members - an invitation to join



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Toronto, Ontario, M4T 2P1 Canada, or visit our Web site at [www.rpsc.org](http://www.rpsc.org).

### **Member benefits include:**

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- ◆ **Web site** - members may post their e-mail and Web site addresses on the RPSC site.

## AMENDMENTS TO MEMBERSHIP to 20 May, 2004

### New members

- |      |  |              |
|------|--|--------------|
| 2883 | Barcroft, Greg D., PO Box 22023, Sarnia, Ontario,<br>N7S 6J4, Canada, greg@stamphead.com                     | CR2 - CS, PH |
| 2884 | Portch, Garfield, 4894 Dundas Street West, Toronto,<br>Ontario, M9A 1B5, Canada, garfield@on.aibn.com        | CS (PH)      |
| 2885 | Blackburn, Dr. Richard, 52 Murray Hill Road, Stratford,<br>Ontario, N5A 7J8, Canada,                         | ON (PH)      |
| 2886 | Walters, Roger O., 2 Vyne Meadow, Sherborn St John,<br>Basingstoke, Hants, RG24 9PZ, roger.walters@which.net |              |
| 2887 | Spring, Gregory M., 25 Kirkstall Road, Sheffield, S11 8XJ<br>g.m.spring@gumshoesoftware.com                  |              |
| 2888 | Whaley, Sammy, PO Box 235, Opp, Alabama, 36467, USA  | N to 1897    |
| 2889 | Raspa, Peter, 120-288 Rue Radisson, Mont-Saint-Hilaire,<br>Quebec, J3H 2Z4, Canada                           | C            |

### Change of Interests

- |      |                      |                     |
|------|----------------------|---------------------|
| 1618 | Martin, Jeremy FRPSL | <i>now</i> CR2 - CS |
|------|----------------------|---------------------|

### Reinstated

- |      |   |                            |
|------|---|----------------------------|
| 2495 | Triplett, Brian A., PO Box 193, Perkasio, Pennsylvania, 18944, USA                      | B, C                       |
| 2803 | Gliniecki, Marek F., 5229 Reinhardt Drive, Shawnee Mission,<br>Kansas, 66205 - 1560 USA | CR - CG (Uo), 1920 on (Mo) |

### Deceased

- |      |               |
|------|---------------|
| 0743 | Hickman, K M. |
|------|---------------|

### Resigned

- |      |               |
|------|---------------|
| 0807 | Dankin, Mark. |
|------|---------------|

### Removed for non-payment of dues

- |      |                |      |                 |      |               |      |          |
|------|----------------|------|-----------------|------|---------------|------|----------|
| 2632 | Early, W.      | 2780 | McKenzie, I. W. | 2859 | Smith, C.     | 2867 | Wolf, R. |
| 2768 | Ellison, D. J. | 1522 | Gunby, E. V.    | 1496 | Hopper, R. H. |      |          |

### Change of Address

- |      |   |
|------|---|
| 2724 | Cooper, T., 451 Dunrobin Drive, Kamloops, BC, Canada VIS 1W2      |
| 2818 | Laurie, J. K., 80 Rowland Hill Court, Osney Lane, Oxford, OX1 1LF |

### Amendment to Address

- |      |  |
|------|--|
| 2304 | Bartlett, D. W., Postcode should be T3B 2L2 as shown in Handbook             |
| 2758 | Escott, N. G., 650 Alice Ave., Thunder Bay, ON, Canada, P7G 1W9              |
| 1635 | Charkow, A Name incorrectly spelt in Handbook – apologies from the Secretary |

### Address Required

- |      |   |
|------|---|
| 2867 | Wolf, R., Formerly 17 Leslie St., Suite 126 Toronto, Canada |
|------|---|

### Revised Total 410

THE CANADIAN PHILATELIC SOCIETY  
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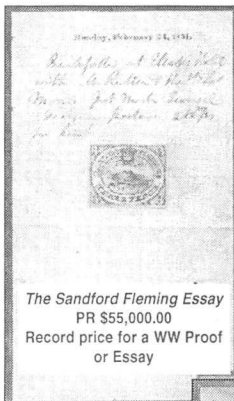
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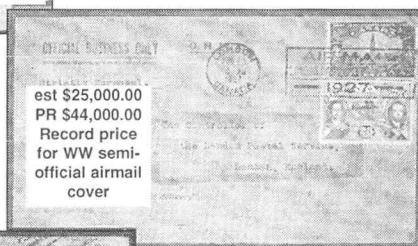
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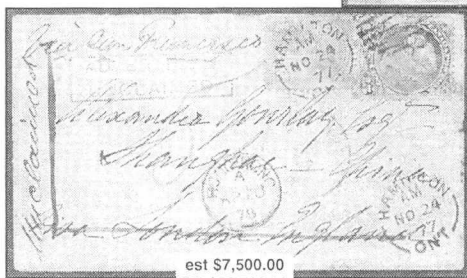
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