

The Grand Dispatch



A brief social history of Port Maitland Ontario, and the surrounding area
Port Maitland, "On the Grand" Historical Association (PMHA) - Free to PMHA members

From Ferry Service to Louis Riel!

IN FLANDERS FIELDS

By Lieutenant Colonel John McCrae



**In Flanders fields the poppies blow
Between the crosses, row on row,
That mark our place: and in the sky
The larks still bravely singing fly
Scarce heard amid the guns below.**

**We are the dead: Short days ago,
We lived, felt dawn, saw sunset glow,
Loved and were loved: and now we lie
In Flanders fields!**

**Take up our quarrel with the foe
To you, from failing hands, we throw
The torch: be yours to hold it high
If ye break faith with us who die,
We shall not sleep, though poppies grow
In Flanders fields**

At this time of year let us remember not only those who gave the ultimate sacrifice, but let us also

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remember all those who have served. It is easy on Remembrance Day or Veterans Day in the USA, to forget the sacrifice our living vets gave and continue to give. We need to remember that both our countries have fought in many wars and conflicts other than WW1 and WW2. To name only a few, there was the Korean War, Vietnam, Cyprus, Desert-storm, and many I fail to mention at this moment.

Some of these strong soldiers have brought home with them terrible memories we refer to as Post Traumatic Stress Syndrome. Others have come home with the loss of a limb and yet others with injuries that are not visible to us. Let's remember to give them the respect they deserve.

Being so interested in Port Maitland history, I remember those soldiers and sailors who came to our area in the 19th century to protect us from our enemies. Let's not forget they traveled for months just to get here and many of them are buried in unknown graves.

I have placed a letter my grandmother received while at her cottage in the summer of 1942 telling her of the loss of her son Eugene who never returned. Neither Eugene nor his crew were ever found. See page 12.

It's a Puzzle – When did Ferry Service begin at Port Maitland?

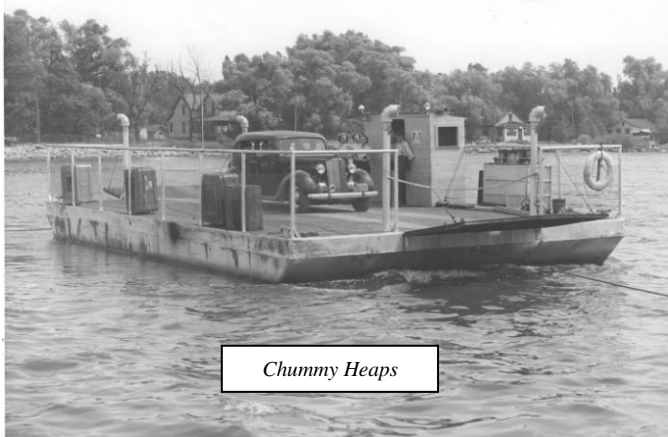
*First Published in The Dunnville Chronicle
June 9, 2004*

On occasion I have been referred to as a historian. This may be a bit like calling a science teacher a scientist. The science teacher is well equipped to do

what he or she does, but generally repeats information discovered and proven by the scientist! Better you should call me a history nut! Most of my articles leave you with more questions than answers, and this is okay with me. In fact it is just where I want you! So here is yet another article which will leave you with many unanswered questions.

Until the early 1950s, there was a cable-operated ferry at Port Maitland which pulled passengers and freight back and forth across the Grand River. By the late 1940s the federal government ended its obligation of providing free services. The last few years were provided with a user fee, by Gordon (Chummy) Clark, and Elmer (Heaps) Pyle, using their specially constructed vessel aptly named the *CHUMMY HEAPS*.

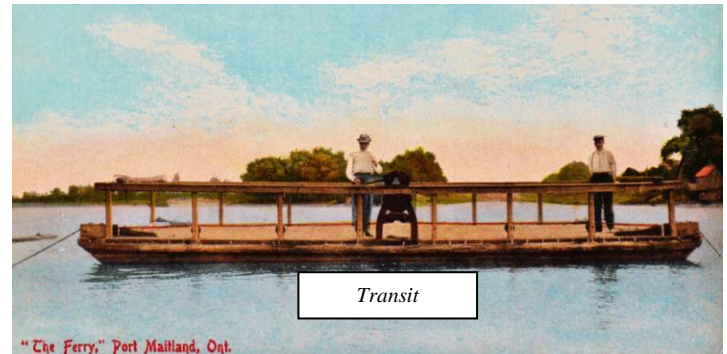
The late Earl Siddall often asked me when the original service began. I have not worked that one out! I do know from old newspapers articles there was a service in 1889. This is the first mention I have found in area newspapers. Local papers told of citizen's discontent regarding the delay of the opening of the Port Maitland ferry service when it was not yet operating by April 29, 1898. What the articles fail to state is if this was the seasonal restart after a winter layover.



Chummy Heaps

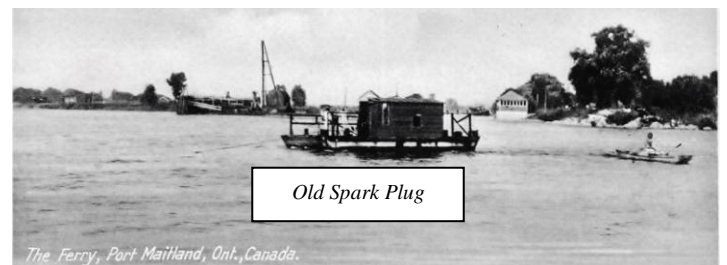
In the obituary for Dennis Corcoran of The Locks, (a reference to the village surrounding the Port Maitland lock) I find that in the spring of 1897, Dennis was appointed manager of the ferry. This could however be a date error. In support of this

date being an error I find yet another article which tell us Mr. Scott of Byng, Superintendent of the canal was in Port Maitland on May 7, 1898 and appointed Dennis Corcoran lock tender in charge of the ferry.



Transit

Further articles imply this may have been the first year of service. On May 6, 1898, I find Mr. Martin removed a fence which lay across the road blocking ferry service. Service was expected to begin within a couple days. Who was Mr. Martin? There were a number of Martins in Port Maitland at this time, but they were the owners of the two hotels on the west side of the river and I find no reason to suspect either would have cause to have dispute with the government over this road use. It is more likely this Mr. Martin was from the east side where the land ownership was at best confusing. By May 20th a road is finally completed connecting the ferry to the main road. This again makes me feel Mr. Martin was from the east side of the Grand. "By June 1st many teams of horses had used the ferry but Mr. Corcoran was not yet in control of the ferry." So, who was? Were the residents of our sleepy little port so angry by the lack of service they took over the ferry and operated it like a troop of militants?

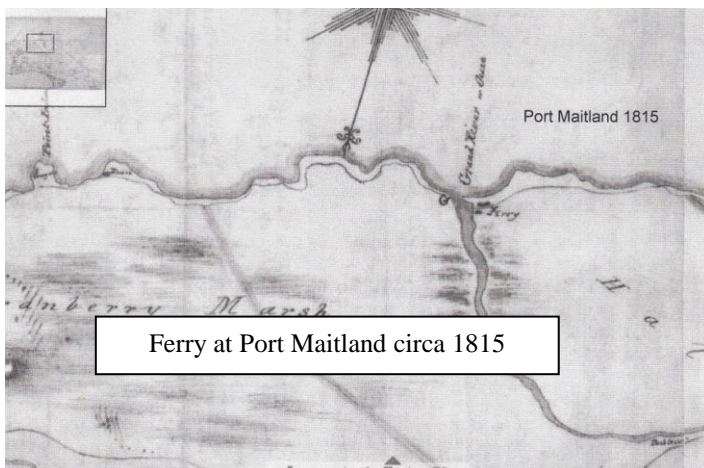


Old Spark Plug

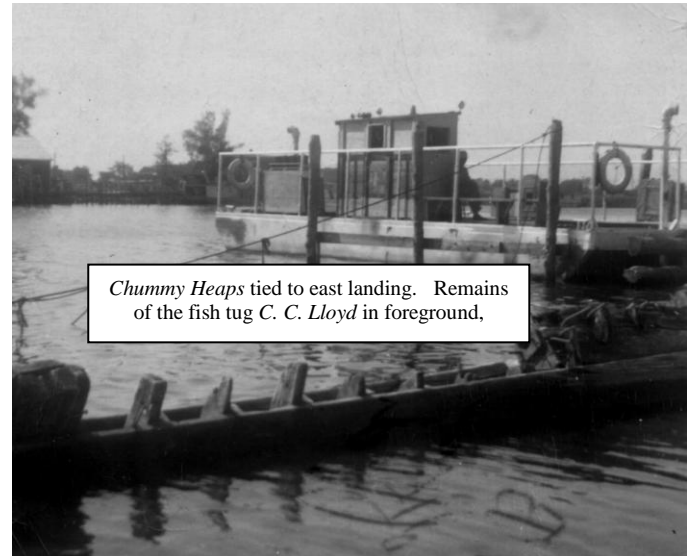
Then there were the snipes at Dennis Corcoran. Early in June of 1898, it is learned the ferry service is doing gang busters and will continue to be operated

by Dennis until “the right man comes along!” By late June the following note is found in the Dunnville Chronicle. “*The people of our village and vicinity are far from being satisfied with the management of the ferry boat, and at the present time give full vent to their feelings because the boat does not run longer than six o’clock and also because foot passengers are barred from crossing. The people now begin to ask themselves in what manner the ferry benefits them.*”

Still another piece of the puzzle is added when we find that government drove piling into the river in June of 1898 making the approach less difficult. By now as many as fifty teams a day were using the service. Again in the Dunnville Chronicle in August 1898: “*The ferry is expected to be operating soon!*” You figure it out! My research will have to go forward into future years to learn how Dennis operated the ferry and what controversies went with his tasks. Ain’t history fun!



the whole community laments his sudden demise. He leaves two brothers, Patrick T. Jr., at home and William at Calgary N.W.T. , and four sisters, Mrs. James McDonald of Niagara Falls NY, Mrs. Joseph Gibbons of Toronto, and Misses Rose and Agnes at home. The funeral took place from St. Michaels Church Dunnville and burial at St. Michaels Cemetery.



End of original article

The rest of the story!

Updated Fall 2016

Soon after Mr. Corcoran’s death the following announcement was found in the Dunnville Chronicle “*Mr. James Barry has been appointed Lockmaster and Ferryman at Port Maitland, in place of the late Dennis Corcoran*”

Obituary for Dennis Corcoran April 5, 1905, *Port Maitland, It is with profound sorrow that we are called upon to chronicle the death of Dennis D. Corcoran, which occurred on Tuesday evening of last week, after a lingering illness. . . The deceased was the eldest surviving son of the late James Corcoran who died a few years ago, and was in his 48th year. For some years he had been manager of the Port Maitland ferry which position he ably tilled to the satisfaction of the entire community, being always accommodating and obliging. He was an ideal citizen and neighbor in every respect for which*

It has been under my nose for some time and I didn’t see it. While reviewing maps found on the Brock University webpage I found a map of the Niagara Peninsula dated 1815. The same map is found, enlarged on a wall at the Hamilton Military Museum at Dundurn Castle in Hamilton. It shows that there was a ferry at the mouth of the Grand River in 1815. The question that remains is; was ferry service continued unabated throughout the nineteenth century continuing up to the time of my story above?

Below you will find edited article I found in local

newspapers. I still have lot of papers to search and am sure many more references to the ferry will be found.

Dunnville Chronicle, 1906/06/15 Port Maitland, Capt James Haney of the Government ferry *TRANSIT* reports traffic brisk across the river.

Dunnville Gazette, 1929/02/24 Port Maitland, The department of Railways and Canals is building a new and larger ferry to take care of the increased traffic across the river here. NOTE; Earl Siddall told me that this ferry was never built (January 7, 1999).

Dunnville Chronicle, 1933/08/25 Port Maitland ferry will not be running for a few days due to mechanism going out of order at 5 o'clock Sunday afternoon leaving it stranded about halfway across the river. On it was a truck loaded with would be campers . . . The east side of the river, (BECKLEY BEACH) has shown much activity this year, fifteen new cottages having been built. All of these have been built by Hamiltonians who declare the beaches at Port Maitland are the best. Many more cottages will be built next year as the TH&B announced they have leased all of their lots for the erection of cottages.

Dunnville Chronicle 1933/09/01 Port Maitland, A new motor was installed in the Port Maitland ferry. This motor propels the ferry at a faster rate of speed.

Dunnville Chronicle 1933/12/08 Port Maitland . . . About four o'clock Monday morning "The Poplars," well known summer resort at Port Maitland run by Mrs. Dolly Gray, was completely destroyed, together with its contents. (Lot 33 at Beckley Beach – property is currently owned by Tom Kelly and wife Therese) The cause of the fire was unknown at the time, as the house was untenanted at the time, one part having been vacant for two weeks and the other since September. Mrs. Gray is residing in Hamilton. The house is situated on the Sherbrooke side if the river, and the fact that the ferry is not running stopped the Port Maitland Fire Department from taking their equipment across. The members of the department however together with other residents crossed in boats and kept a strict watch on the adjoining property. The loss was about \$5,000

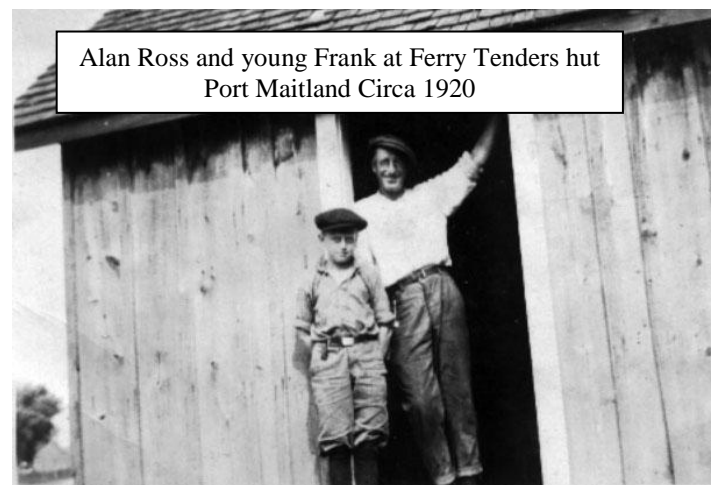
partly covered by insurance.

Dunnville Chronicle, 1949/07/14 Port Maitland, Inaugurated on July 14, 1949, the ferry service filled a long-felt need. The owner-operators were Gordon Clark (Chummy) and his uncle, Elmer Pyle . . . The first ferry service beginning early in the 20th century was a hand-operated ferry (*TRANSIT*) which ran until about 1919 or 1920. A motorized craft, *OLD SPARK PLUG* took over until about 1930. Both were government-operated with no fare charged . . .

Dunnville Chronicle 1954/02/18 Port Maitland, This article tells of an unusually severe breakup of the ice on the Grand River and of its crushing path to Port Maitland. It tells of the muskrat's hut being torn from the marshes by the fast moving ice.

[I remember this as a child and recall watching the muskrats running across the ice for their lives. We stood at the old ferry dock on the east side of the river to watch the ice flow by.]

Dunnville Chronicle 1955/11/24 Port Maitland, Mr. and Mrs. Allan Ross of RR # 2 Lowbanks celebrated their 50th anniversary on November 15th, 1955 . . . Born in Stromness, Mr. Ross for 22 years operated the Port Maitland ferry across the mouth of the Grand River, until that service was discontinued. . . .



Alan Ross and young Frank at Ferry Tenders hut
Port Maitland Circa 1920

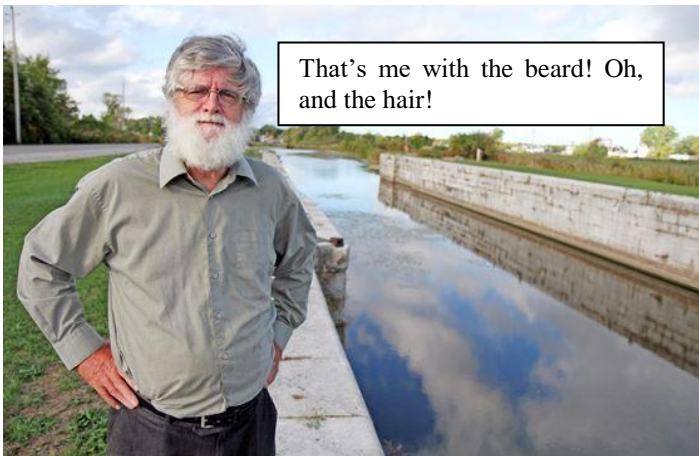
Port Maitland Lock faces murky future

Historical association faced with looming financial decision

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The Sachem & Granbrook Gazette
Photos by Sean Allen

The Port Maitland “On the Grand” Historical Association is approaching a major fork in the road in the coming years.

The catalyst for the formation of the group – and one of its ongoing triumphs – is the beautification and maintenance of the historic Port Maitland Lock.



The property has been transformed into a tourist draw and off-the-beaten-path green space by the group thanks to monumental efforts during the past 12 years. Re-discovered as – literally – an overgrown garbage heap in 2003, a group spearheaded by William Warnick cleaned up the 7.9 acres surrounding the stone lock on Feeder Canal Road, southeast of Dunnville.

The property boasts well-maintained lawns, benches lining the cleaned up lock and a couple of information boards featuring local history of the lock.

During a work bee on Saturday to mow the lawn and burn some brush, Warnick said all of it is at risk in the coming years.

“We, for a number of years, kind of squatted on the property,” Warnick said. “We thought the property belonged to (Haldimand County) ... and so did the county.”

To everyone’s surprise, including the staff at the county, the land didn’t belong to Haldimand.

“It turned out it was owned by (Canadian Pacific Railway),” Warnick said. “They have been good to us and they gave us a lease last year.”

But the lease price went up to \$500 this year, will increase to \$1,000 next year and then hit and stay at \$2,000 in 2018.


“Syl Arduini, Manager Real Real-estate, CPR, told me it really should be \$3,000, but (CPR) is capping it at \$2,000 for us,” Warnick said. “We will have to decide what to do next year, but I can’t see us taking it when it gets to \$2,000. We simply can’t afford it.” That said, Warnick said CPR has quoted the Port Maitland “On the Grand” Historical Association a price for the land – one he would rather not share at risk of spoiling negotiations.

The price is too much for the society, but considering the more than a decade of work they’ve put into the site, Warnick said they aren’t giving up. “So that’s still the goal now,” he said. “We are looking to raise some funds to see if we can make them an offer.”

The history of the lock is significant. Besides being an integral part of the Feeder Canal for the Welland Canal’s construction in the 1800s, the Port Maitland Lock was the only entry between Lake Ontario and Lake Erie for a period of about five to seven years in the 1840s.




Continued on pg 8



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Continued from pg 5

“It was also the first stone lock they built on the canal,” Warnick said. “And it was built by John Brown, the same engineer responsible for the Mohawk Island Lighthouse. Just being his lock makes it historically significant.”

In the meantime, Warnick and the historical association have their work cut out for them.

“We have at least this year and possibly next to chase some money and make an offer,” Warnick said. “We have to figure it out, maybe hit up some corporations.

“We’ve proven the community interest. I can’t get over the number of tourists I see here when I’m cutting the lawn during the summer.”

Sean Allen is regional managing editor for Brant News, Norfolk News, The Sagem and Glanbrook Gazette. Reach him at seanallen@metroland.com. Connect with him on twitter [@seanard](https://twitter.com/seanard).

Once again we need to raise funds!

Raising funds has never scared me, but sometime I wonder if when I come into sight people don’t say “we better get out of here, he is after our money?” Do others understand the same importance in preserving history as I do? Even if they do: do they care enough to be poked and prodded for more of their money to support our projects? These are very fair questions that we need to consider. However, too much consideration and nothing will get done. So get ready for me to beg!

In this issue of The Grand Dispatch which is mailed to members living in Ontario you will find ten lottery tickets. If each of you will sell all of them, this will put us in fairly good shape to make a respectable offer for the lock property either this year or next.

Lottery regulations do not permit us to use lottery funds for capital purchases; however, we may use these funds for our day to day operations. We currently have means to cover most of our day to day operations (Our sponsors of The Grand Dispatch,

membership dues and donations.)

We can simply use these funds toward the purchase of the lock and the lottery funds as day to day funds. Our current projections for operating funds fall a bit short of what I feel will be an acceptable offer, meaning we may need to put off the offer until our 2017/2018 fiscal year.

Update on the Cairn!

Just as it is important to receive, it is also important to give. That said, PMHA annually gives a contribution to the Dunnville Christian School’s annual history fair. We also participate in the County’s improvement program. From our 2015/2016 funds we contributed \$500 toward purchasing a garbage receptacle for the cairn. Recently, I met with Katrina Schmitz and Zach Gable from the county to work out its location. I am very pleased to announce that the County will also be installing a bench and a bicycle rack at the cairn. I suspect you will see them there by next spring.



You may have noticed that more clearing has taken place on the adjoining property. No trees were cut down, but the weeds and brush on the property is in the process of being removed. This further clearing has added tremendously to the view of the mouth of the river. I can hardly wait to sit on the new bench and watch the boats and other pleasure craft as they ply the wide expanses of the mouth of the river. Work continues!

Talking about the Cairn!

This summer I visited Diana and Bud Eckert at their cottage. Diana told me how she enjoyed the dedication of the cairn last August. Diana keeps lists of life's events and she showed me her list of what she enjoyed about the dedication.



Photo by Jillian Zynomirski

Her list read as follows: *With some editorial license*

- Invitation
- Parking (Air Cadets)
- Landscaping
- Food
- Fishing boat
- People Talking
- She really liked “O Canada” and she is a Yankee!
- Presence of the Canadian Legion
- The History table
- My speech “Of course she did!”
- Sylvia Weaver’s speech “Again, of course!”
- The flowers that were handed out
- A memorable day, all involved must be very proud of.

Writer’s Cramp and finally a Story!

If I ever had writer’s cramp it was putting together the information above. I couldn’t find words or side stories to go with my main theme. You know how I like side stories! Now my problem was that I still had another couple pages to go and I was dead in the water and fall was coming to an end. How would I get the fall issue out before winter arrived? Then while doing some research for another subject that

was not for the Dispatch I wrote to a lady on Ancestry and received the following reply.

“Thank you for your kindness Dr. Jukes”

Louis Riel
By Bill Warnick

Hello William,

I have just received your email via Ancestry entitled 'Dr Augustus Jukes'. Augustus is my (ggg uncle) who was a doctor in Canada, latterly with the Canadian Mounted Police after his finances became precarious as a result of overspending on a political campaign. He was involved in the trial of Louis Riel and, if we are talking about the same person, I expect you know his papers are held at the Glenbow museum in Calgary.

We (that is my husband Andrew Jukes) are descended from Augustus' elder brother Rev Mark Richard whose children were brought back to England in 1854 after the deaths of both Mark and his wife in a cholera epidemic in the American town where he was a Presbyterian minister. One son returned to Canada; the rest stayed in England. We are still called 'Jukes' not 'Juke' as your email suggests.

I can tell you more if you tell me what sort of thing you want to know. What is the book you are trying to update?

Regards,

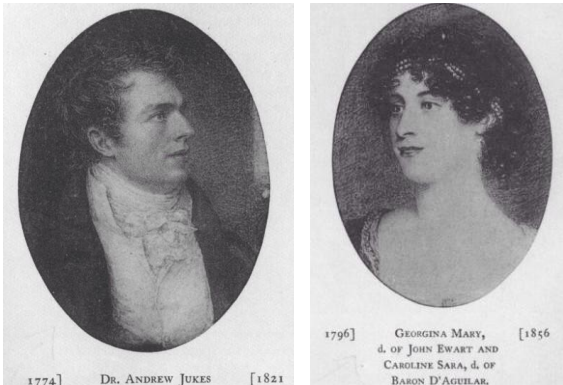
Kathryn Jukes.

Much of the following information comes from <http://tales.wellandhistory.ca/2015/02/08/dr-augustus-louis-jukes-1821-1905>

Currently I am working on rewriting a book some of you may be familiar with. It is called *An Old Man's Memories* by William Imlach. In it is mentioned a fellow by the name of Dr. Andrew Jukes formerly of the East India Company service and his twelve-year-old son Augustus. Dr. Andrew Jukes had been a doctor who was considered an expert on Arabian affairs where he served as secretary to the British Embassy in Tehran. Dr. Andrew Jukes died of cholera while serving a special mission at the court of Persia. (Nov. 10, 1821) His wife Georgina Mary Ewart (There is a suggestion but no proof she was the God child of King George III) was remarried to Frederick Hyde and living in Dunn Township east of

Port Maitland. Here they cared for Augustus and likely his older siblings.

I recently made a visit to the new St. Catharines General Hospital where they have a history display. In the Display I found an information card stating that Dr. Augustus Jukes was the first “house surgeon” when the then named St. Catharines General and Marine Hospital opened in 1865. This is the same twelve-year-old Augustus named in the paragraph above. I recalled Dr. Jukes name from *An Old Man’s Memories* which got me looking him up on Ancestry, leading to the email above from Kathryn Jukes. Kathryn mentioned the Glenbow Museum in Calgary where I was able to find considerably more about this young fellow who spent some of his early years in Port Maitland. We should start a Wall of Fame there!



Photos courtesy of Kathryn Jukes

It seems Dr. Augustus Jukes returned to England in 1837 to further his education returning to Canada in 1840, still lacking significant schooling. He worked for four years on the building of the Welland Canal, first as a roadman and eventually as assistant engineer. When politics created a change in the engineers he decided to become a doctor. His first training came from Dr. Theophilus Mack a well known doctor in St. Catharines and founder of the above mentioned hospital. Augustus was then off to King’s College in Toronto where he earned his medical license in 1849.

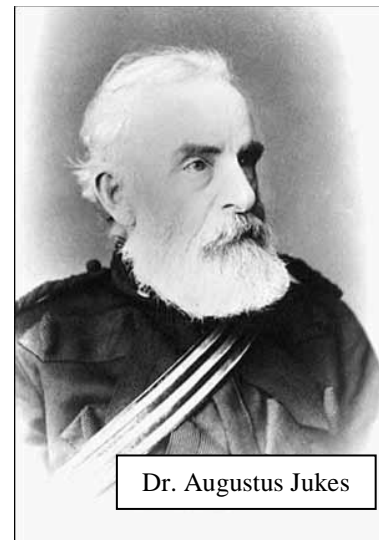
He then returned to work for the three militia companies whose duty was to maintain peace along the Welland Canal. Dr. Jukes practiced medicine at the Coleman Hotel in Port Robinson, eventually moving back to St. Catharines. Here he married the Mayor’s daughter Phoebe Adams on June 7, 1848. Phoebe’s mother was Susan Merritt a sister to William Hamilton Merritt the main idea man for the Welland Canal.

In 1865, Augustus was the head honcho or at least the head surgeon at the new hospital a position it seems he served until his life got really interesting! In 1878 he destroyed his own finances when he ran as a Conservative and lost.

In 1882, he was appointed Senior Surgeon to the North-West Mounted Police. From his diary, I read “*left Toronto with Recruits Friday afternoon May 12, 1882 arrived at Fort Walsh late on June 12th.*”

The following paragraphs come in part from Wikipeda as it has a number of interesting links you could check if you receive the Dispatch digitally.

At first he was stationed at Fort Walsh in Saskatchewan then at Regina. Here he was the doctor for Louis Riel in 1885 and a member of the commission who declared Louis Riel sane, which made him eligible for trial and execution. Louis Riel for our American friends was a Metis meaning he was part French Canadian and First Nation. The Metis remain a member of the First Nations group today. He was a political leader of the [Métis](#) people of the Canadian prairies.ⁱ

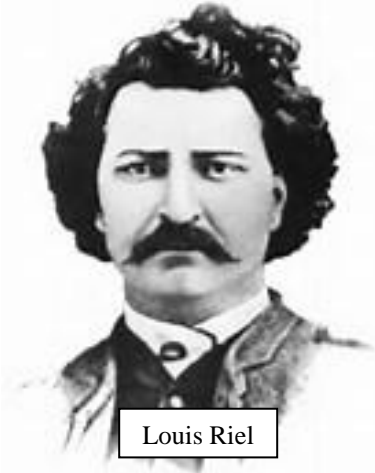


Dr. Augustus Jukes

His first resistance was the [Red River Rebellion](#) of 1869–1870. The [provisional government](#) established by Riel ultimately negotiated the terms under which the modern province of Manitoba entered the [Canadian Confederation](#). Riel ordered the execution of [Thomas Scott](#), and fled to the United States to escape prosecution. Despite this, he is frequently referred to as the “Father of Manitoba”. While a fugitive, he was elected three times to the [Canadian House of Commons](#), although he never

assumed his seat. During these years, he was frustrated by having to remain in exile despite his growing belief that he was a divinely chosen leader and prophet, a belief which would later resurface and influence his actions. Because of this new religious conviction, Catholic leaders who had supported him before increasingly repudiated him. He married in 1881 while in exile in Montana in the United States; he fathered three children.

In 1884 Riel was called upon by the Métis leaders in Saskatchewan to articulate their grievances to the Canadian government. Instead he organized a military resistance that escalated into a military confrontation, the [North-West Rebellion](#) of 1885. Ottawa used the new rail lines to send in thousands of combat soldiers. It ended in his arrest and conviction for high treason. Rejecting many protests and popular appeals, Prime Minister MacDonald decided to hang him. Riel was seen as a heroic victim by [francophone Canadians](#); his execution had a lasting negative impact on Canada, polarizing the new nation along ethno-religious lines. Although only a few hundred people were directly affected by the Rebellion in Saskatchewan, the long-term result was that the Prairie Provinces would be controlled by the Anglophones, not the Francophone's.



Louis Riel

Riel was hanged on November 16, 1885 in Regina Saskatchewan. His last words were to say; "good-bye Dr. Jukes and thank you for your kindness." Just before the white cap was pulled over his face he said, "Remerciez, Madame Forget." meaning "thank, Ms. Forget".

A resolution was passed by Parliament on 10 March 1992 citing that Louis Riel was the founder of Manitoba. Over the years there were petitions to pardon Louis Riel and just as many to prevent the pardon. Not because he was undeserving of a pardon but rather because he had

done nothing to be pardoned for. This has been one of my more fascinating researches in some time. It all started with a visit to the St. Catharines Hospital, their history display and a memory I had of the Jukes family from the book *An Old Man's Memories*. It doesn't get any better!

MEMBERSHIP DUES ARE DUE!!

As you may recall we advised you in an earlier Dispatches that dues are going up to \$15.00 beginning October 1, 2016. This is due to the cost of printing and mailing the Dispatch as well as there being more cost to maintaining the Port Maitland lock than anticipated.

Please make payment to Port Maitland, "On the Grand" Historical Association and mail to Bill at address below

ANNUAL GENERAL MEETING OF THE PORT MAITLAND, "ON THE GRAND" HISTORICAL ASSOCIATION (PMHA)

TUESDAY NOV. 15, 2016 – 7:00 P.M.
**# 6 RCAF MUSEUM – 536 PORT MAITLAND
ROAD DUNNVILLE**
VISIT # 6 RCAF MUSEUM - 6:00 p.m.

President	Bill Warnick	905 549-6086 president@port-maitland.ca
Vice President	Barry Fraser	905-581-1941 vice@port-maitland.ca
Financial Sec.	Janet deVos	(905) 701-5078 finance@port-maitland.ca
Recording Sec.	Bob Campbell	
Dir. (Unassigned)	Wendy Strong	905 774-7028 wendy@stronghorses.com
Dir. (Webmaster)	Bill Strong	905 774-7028 web@port-maitland.ca

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Web-page www.port-maitland.ca

114 Squadron, Royal Air Force,
West Raynham, Norfolk, England
August 2nd, 1942

CONFIDENTIAL

Dear Mrs. Warnick:

I regret to confirm that your son, Flight Sergeant E. E. Warnick, No. R84138, R.C.A.F., is missing as a result of flying operations against the enemy.

He took off at 23.55 hours on the night of July 25th/26th to attack an objective on the German-Dutch border. The aircraft failed to return from this mission and is presumed lost. The crew are posted as "missing".

The possibility that they maybe prisoners in enemy hands should not be overlooked. I cannot state what the chances of this are, as we do not know the circumstances of how he was shot down. Information concerning prisoners of war take from 4 weeks to 3 months to reach us in the first instance. As soon as we hear any news concerning Flight Sergeant Warnick you will be informed.

We shall all miss him for he was popular, both with officers and men alike. I had the highest regard for his ability and had decided to commission him. It is no small blow to the squadron to lose his services so soon.

Flight Sergeant Warnick measured up well to the high standard we have come to expect of Canadian crews. He possessed in abundance those qualities of courage, initiative and determination so essential in an operating pilot of Bomber Command.

As a Canadian myself, I naturally take a keen interest in crews from home and am very proud of their record of courage and success. Your son was, I think, even better than most, and that is saying something.

Should time prove that he has made the supreme sacrifice, do not think it was in vain. Canada and the Canadian way of life are well worth fighting for. The ideals we hold cannot be cheaply defended when challenged by so unscrupulous a foe.

Flight Sergeant Warnick was a thinker. He believed sincerely in what he was fighting for and, I am sure, he would not count the cost too dear. Sincerely I hope that when and if we hear from the enemy, the news will be good.

Please accept my deepest sympathy in your hour of trial, in which the squadron join me.

Should I be able to be of assistance to you, consider me at your service.

Yours sincerely,

(signed) Michael Pollard
Wing Commander, R.A.F.,
O.C. 114 Sqn. R.A.F.