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CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN



Maple Leaves

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MAPLE LEAVES

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A. E. Stephenson, F.C.P.S.

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36 The Chimes, Nailsea, Bristol, BS19 2NH.

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Vol. 21 No. 9

OCTOBER 1989

Whole No. 225

EDITORIAL

Patience is a virtue that is not always readily practised but philatelists have to be patient as they seek the missing items that turn the collection into something a bit special. In this issue, by coincidence, we see two examples of patience bringing its reward.

It was twelve years ago that an article appeared in 'Maple Leaves' concerning Map stamps on Mulready type envelopes. Only recently a dealer presented one of the authors with a definitive answer to the questions raised and Ron Winmill passes on the information elsewhere in this issue.

In the same year, (was it really twelve years ago Betty?) Betty Stephenson suggested that 'Maple Leaves' might benefit from a series of articles on the exploration of Canada as illustrated by its stamps. We know that a number of collectors like to take a thematic approach and it seemed like a good idea at the time (1977). Alan Salmon thought so too for, twelve years later, we commence an occasional series on the exploration of Canada.

Inspired by such response the Editor would now like to make his pitch; the in-tray is looking thin, so it is time to remind members that articles, queries, comments, letters on all aspects of BNA philately are welcome. He would prefer not to wait twelve years for the avalanche to

descend. In addition to subjects of your own choosing, keen readers will know that we have been featuring a series for newer members in which we try to summarise the aspects of a particular issue to give less experienced collectors some idea of what concentration on that particular issue might entail. Chronologically we reached the Edward VII issue (1903) last time and in this issue we cover the first postage dues (1906). We hold an article on the Admirals and have a long-standing promise of something on the Maple Leaf and Numeral issues. Perhaps some members would like to volunteer something on the later George V issues and George VI; then there are the Special Delivery and Registration stamps to consider. It's not a specialised research article that we seek, merely a summary with any interesting points highlighted, plus a list of recommended further reading.

A number of collectors must join the Society to further their knowledge of Canadian philately and it is up to experienced members to pass on some of their accumulated knowledge to the next generation in readily digestible form; a whole series of highly specialised articles can be very off-putting. The Editor would welcome a note in the first instance from members prepared to produce a 'primer' article; two submissions on the same subject could prove embarrassing!

Just before going to press we learned of the death of Ed Richardson, a brief appreciation will be found elsewhere in this issue.

CONTRIBUTIONS FOR FUTURE ISSUES OF 'MAPLE LEAVES' ARE URGENTLY SOUGHT.

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

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Canadian members may pay in \$CAN via Wayne Curtis, please make your cheque payable to him.

Members who have not paid the current year's subscription by 31 December will be removed from the *Maple Leaves* circulation list and reinstatement will incur an additional fee of £1 or its \$ equivalent.

The then President of the Society, Betty Stephenson, suggested, way back in 1977, that someone should provide, for 'Maple Leaves', the stories of the characters on Canadian stamps. There follows an attempt to correct this omission. The narratives will have to be severely condensed, but will be as accurate as the limited abilities of the author allow.

For those who wish to push back, even further, the boundaries of their knowledge, each narrative will include a short list of worthy references. All of them will be entertaining, almost all of them will be authoritative. But beware, history is just like philately, even the experts don't always agree!

THE PEOPLE ON THE STAMPS – THE FIRST PEOPLES **by Alan Salmon**

*The ice was here, the ice was there,
The ice was all around;
It cracked and growled, and roared and howled,
Like noises in a swound!*

Coleridge. *The Ancient Mariner*



So must the world have appeared to many of the first people to have set foot on America. The first stamp (SG 1198, Sc Sp 1104) in the *Exploration of Canada* series depicts tents and artifacts, caribou and the sea or the lakes – all part of the history of these people. They arrived in America, from Asia, about 30,000 years ago. Before, the whole of the continent was empty of people.



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MAPLE LEAF ISSUE	SMALL QUEEN ISSUE
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How did they get to America and what do we know of their subsequent story, especially in Canada? The last Ice Age lasted from over 100,000 to about 10,000 years ago. (The reader will appreciate that all the dates in this history are subject to some uncertainty, even those which have been measured by the best scientific methods available, hence I hope I will be excused if I drop the “about” in the dates; I will simply give what appears to be the best date available.) During this period the world was very different to our world today – usually the ice encompassed most of North America, covering all of Canada and all of the Great Lakes. One consequence of the production of this great mass of ice, and the general lowering of the temperature of the seas, was that the sea level was some 300 feet lower than today. Thus the UK was joined to the mainland of Europe; Greenland and the Arctic Islands were joined to Canada; Siberia was joined to Alaska.

Ice Free Passage

The junction between Siberia and Alaska was unusual, periodically it was not covered by ice. There was an ice mass over the Pacific coast of America and, as might be expected, over the Rockies; there was also ice over most of Canada. However, because of lower precipitation in the region, the Siberia/Alaska land bridge was not covered. This bridge, some hundreds of miles wide, is known as Beringia and was commemorated by the establishment, in 1978 by the USA, of the Bering Land Bridge National Preserve.

Of equal significance for the first peoples was the continuation of this corridor into the heartland of North America. The corridor was not always open but 40,000 years ago, and again 20,000 years ago, there was probably an ice-free route along the Arctic coast and down the Mackenzie River. In 8000 BC the ice-free passage was along the coast and down the Laird and Peace River systems. Thus the early approaches would have been along the Arctic coast and then, southwards, across Western Canada. After 8000 BC the ice began to retreat, eventually opening the Bering Straits again, today it is 50 miles wide, thus closing the access route via Beringia. However another travel route would have been made easier – along the Arctic coast of Canada.

The First Migrants

The earliest evidence of these migrating people, dating back to 25000 BC, was discovered at Old Crow in the Yukon. In the Aleutians there are the remains of a people which lived there in 6000 BC. Remains also show that there were men hunting in Utah, Arizona and New Mexico by 8000 BC. However we must leave these people so far south, as our story is of the early peoples of Canada.

Why these peoples emigrated to Canada is not known. Presumably they simply followed the animals, their main source of food, which were



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using Beringia as a transit route between the continents long before its use by man. Apparently the animals moved in both directions across the bridge. One result of these movements was that the early ancestors of the horse arrived in Asia from America, the horse family then became extinct in America, for some unknown reason – possibly it was over-hunted for food – and was not seen there again until the Spaniards reintroduced it a few hundred years ago.

The early Canadians were probably two distinct groups, the ancestors of the present-day Indians and of the modern Inuit. For convenience I will refer to them as Indians and Inuit, notwithstanding their state of development. However, beware, some experts believe that the Inuit evolved from a northern group of Indians. The Indians migrated southwards throughout America. Estimates of their numbers are uncertain, however it is believed that in 1700 AD there were about 200,000 in Canada. The geographical distribution then is thought-provoking: approximately 800,000 in the USA, 5,000,000 in Mexico and Central America, and 20,000,000 in South America! Probably climate was a major factor in producing such a result, as it had been in the initial influx into the continent.

Four Groups of Indians

In Canada there were four main groups of Indians: Northern Forest, Coastal, Plains and Eastern. 10,000 years ago they were all hunters, with those who had reached the coast supplementing their food from the abundant supplies of salmon. They lived in a variety of environments, from valleys and passes in the west to the grasslands of the Great Plains and to the forests of the north and east. Their tools indicate that their major food supply was animals, the hides providing clothing. A food supplement, for all the groups, was fish from the rivers and lakes. All would be somewhat nomadic, as each small unit moved either after the animals or to a better site for their camp, or simply because they were forced away by a stronger unit. For most, life would have been hard, because of the climate, and brutal, because of the almost constant conflict for the best hunting and fishing areas.

Little is known about the next few thousand years but some evidence remains to tell us about the development of the Indian people. In the northern forests the number of Indians was small; although some tribes had moved back from the Plains, as the climate became warmer, reaching the NWT in 3000 BC. All these tribes were hunters, fishers and gatherers of wild plant foods. The largest cohesive group was a band or village of related families, their territory was quite small; a number of such groups would combine into a tribe; some became wide-ranging, for example the Cree. Bark canoes, bark wigwams, snowshoes and toboggans were in use.

In British Columbia the coastal tribes, e.g. the Bella Coola, made great use of salmon as their food and of cedar for their buildings. As the natural resources were more abundant here the density of population was greater than in other parts of Canada. The Great Plains were almost empty, until the return of the horse revolutionised the hunting of 60,000,000 buffalo. This great animal provided most of the needs of tribes such as the Assiniboin and Blackfoot. In Eastern Canada the tribes developed agriculture 4000 years ago, they lived in villages with the forests adding game and fish to their diet; a village of a few hundred people was the social group, with several villages forming the tribe. Later still, some of these tribes, e.g. the Huron, became very powerful.

The Inuit

Whilst this development, and spreading, of the Indians was taking place there was another movement occurring – that of the ancestors of the Inuit along the Arctic coast. Information about them is recent, almost nothing was known before 1950, and is as yet not fully understood. There were several distinct cultures prior to that of the modern Inuit. 5,000 years ago there was a people using small flint tools, now called the Denbigh culture; most of their sites have been found in Alaska, the first evidence of them was found near Cape Denbigh in Alaska, but some sites are in the Yukon. They hunted on the land and, possibly, on the sea. In eastern Canada there is evidence of another people, called the Pre-Dorset; they reached Greenland 4000 years ago and most of their sites are along the coast. Then came the people of the Dorset culture, arising sometime in the first millenium BC and surviving, in Labrador, to 1000 AD. They were first discovered at Cape Dorset on Baffin Island. Their contribution to Inuit culture appears to have been rather small and their fate is unknown. The Thule people followed, possibly having exterminated the Dorset people. Evidence of their migration across the Arctic, to Greenland, exists in their sites; they provided the bases for the culture of the modern Inuit. There was no agriculture, they hunted the seal, using harpoons, and the caribou, using bows and arrows. There were, as now, no tribes; the family, including relations, was the major social unit. The Thule people reached the eastern Arctic Islands in 1000, at about the same time as the Vikings – but the Vikings are the subject of our next story!

Further Reading

- The Arctic*, Encyclopaedia Britannica, 1985.
The American Indians, *ibid.*
Davies, N., *Voyagers to the New World*, Macmillan, 1979.
Leakey, R. E., *The Making of Mankind*, Joseph, 1981.
Brebner, J. B., *Canada*, University of Michigan, 1970.

THE FIRST ISSUE POSTAGE DUE STAMPS

by E.M. Drury

Photo by Canadian Stamp News

When I began buying pieces of the first postage due stamps twenty years ago it was mainly because of my interest in the Admiral issue, and curiosity to see if there was any similarity between the dues and the postage stamps. What began as a sideline became a major interest which even now is far from being complete.

The first issue spans the Edward and Admiral periods and nicely centred mint copies are quite hard to find, especially from the earliest plates. But the real challenge is in the pieces with plate markings. There are order numbers to be found, many more than are to be found on the postage stamps, because the first plates continued in use for at least eleven years with many printings. On later plates are found two kinds of lathework, pyramid guides and R-gauge, and some markings which seem to be unique to the dues.

Many single stamps can be identified as to the plate from which they were printed, and even mint and used singles provide an impressive list of major varieties. There were retouches to the dies, plate cracks, wet and dry printings, thin paper printings, and two plate layouts which make the straight-edged stamps of some importance. Three of the values also exist imperforate. The many retouches and re-entries which add interest to the postage stamps of the period will not be found on the dues however. There are a few re-entries but they are of a very minor nature. There are many shades though, some of them very beautiful.

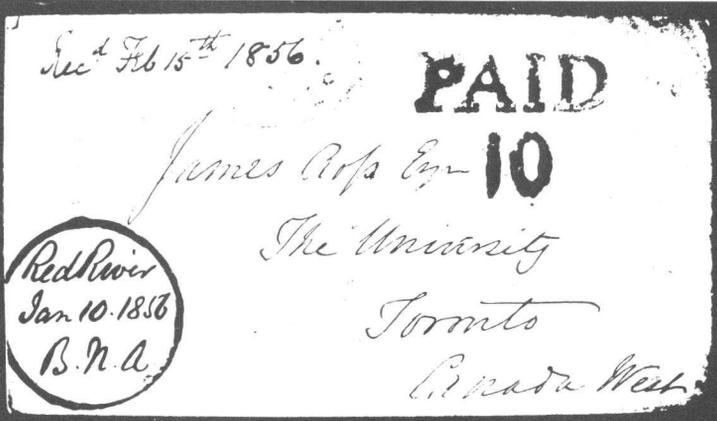
The used stamp on cover is of great interest also. The many rate changes during the life of the issue give rise to many different uses for the dues, and it is also sometimes necessary to have some knowledge of foreign rates to interpret correctly the amount of postage collected in Canada. I have found much interest in the postcard rates. It was an era of postcard use and the regulations governing what could be accepted at the postcard rate were many. Violation of the regulations sometimes resulted in the postcard being rated at the letter rate and postage due being collected. It is very interesting to figure out which regulation was "not" followed. Many covers are found with the postage due stamp pencil-cancelled but these should not necessarily be rejected. The postage due stamp was to be cancelled when the money was collected and, where there was home delivery, it was of necessity pencil-cancelled. There is much variety in the postage due markings themselves and as far as I know no one has linked them to their post offices. These could perhaps prove to be as interesting as the cancelling devices.

There is even a small amount of "postal stationery" available to the collector of the first issue. There were several issues of the postage due

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Type A Lathework.



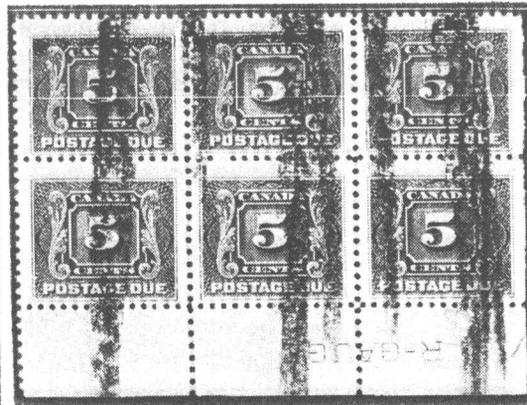
Pyramid guide lines.

Type D Lathework.



A REMARKABLE GROUP
OF PLATE MARKINGS

R-GAUGE and guide arrow.



wrapper during the life of the first dues but these seem very hard to find. Then there are the covers used to return a dead letter to the sender. Here again there are rate changes, and many different versions of the covers, with the fee being collected by postage due stamps.

The postage due collector must have infinite patience, months may go by before anything new can be found to add to the collection. During the last several years though, interest seems to be rising. Many fine articles have been printed in the philatelic press and there is now a handbook published. It is to be hoped that the current interest will remain high so that the whole story of this most interesting issue may finally be told.

SOUTH WEST SEMINAR

The South West Group held its third annual seminar, in conjunction with the Bristol Federation's Convention at Portishead, near Bristol, on Sunday 13 August.

Once again we were pleased to welcome a contingent from the London Group who brought along some material to keep the afternoon moving. Early arrivals had the opportunity to browse among the dealers' stands and study the Federation's competitive exhibition before we all gathered to create our own entertainment.

Len Belle showed his collection of Belleville postmarks and Lew Warren produced a nice array of Pence issues. Brian Stalker, the third London Group exhibitor, showed a section of his Newfoundland TPO collection. Local boy, John Croker, gave his maiden CPS display, Newfoundland 1897-1920, and Neil Prior, having made the Severn crossing from South Wales, entertained with North West Territory postmarks. With Neil came Eric Needs and here we should like to claim another record. Last year we claimed the youngest exhibitor, this year it's the newest. Eric came with his application for membership, duly completed; it was handed to the Society's Secretary a few minutes before rising to his feet to show 30 sheets of Transatlantic Mail. Any takers? Contact member. David Sessions, made up the number with a selection of the later flag cancellations which otherwise do not often see the light of day.

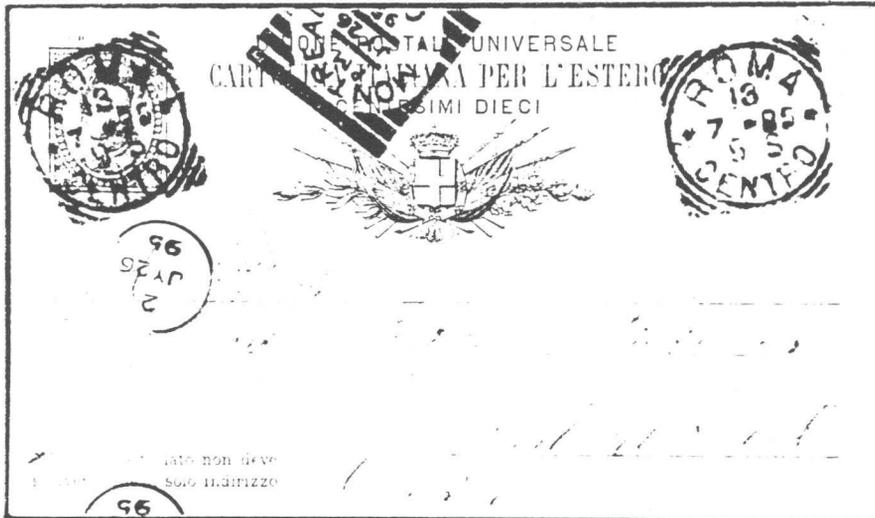
After three such seminars and some 20-odd different displays, it is already becoming difficult to attract new material for the members' enjoyment. Those who attend all seem to enjoy the meetings and the chance to gossip as well as study material. However, if the format is to be maintained, we shall need one or two more volunteers to display their treasures.

DFS.

THE "BETTER HALF" by The Yellow Peril

Photo by Kimo

In buying philatelic material, whether stamps or postal history, it is not uncommon to realize afterwards that the purchase is not what it was expected to be or it is not as good as it first appeared. On the other hand, there is the rare occasion when the item acquired proves to be better and much more interesting than originally thought. One such isolated pleasantry was the acquisition of the Italian UPU reply post card illustrated.



Italian UPU card postmarked with "ROMA 13 JULY 95" square circles and addressed to Montreal. Receiver markings include complete and partial "26 JY 95" Montreal carrier date stamps and a same date Montreal fake square circle.

The card was purchased only on the guarantee by the seller that the postmark was forged! As it turned out, a squared circle specialist confirmed that the marking is, indeed, a forgery of the second Montreal squared circle postmark. The joy of finally owning a real forged squared circle postmark, however, was only the anti-climax. The coup de grace came a year later.

While sorting a mess of stamp journals, a copy of "Topics" fell opened to the floor at the page where there was a picture and a report of



SHOWING AT 1990? BEFORETHOUGHT

Intending vendors would be wise to consider the merits of offering their collections (or individual rarities) for sale by Private Treaty while the international philatelic exhibition – Stampworld 1990 – is in progress at Alexandra Palace on May 3 to 13 next year. Harmers International's presence will be a major one – we are one of the very few 'Superbooth' standholders. Bring your collection before the world's most prestigious philatelists by arranging for it to be featured in our 1990 Private Treaty Brochure.

AFTERTHOUGHT

If you are exhibiting at Stampworld '90 we wish you all success in achieving the award you desire . . . and after 1990? You may be one of a number thinking of disposal after the Exhibition – either to tackle a fresh challenge or to hang up your philatelic hat. Whatever your reasoning we shall be pleased to make the most of your collection both as a tribute to your endeavours and to achieve the fullest possible monetary result. Planning is the key and early discussions enable us to reserve a date or space that will ensure the maximum advantage. Subject to value a special souvenir catalogue can be produced as a visual memento of a treasured collection. Early contact with one of our directors is advised. Speak to Christopher Harmer, Fred Twining, Ray Haffner or Graham Childs.

BRITISH AMERICATHOUGHT

The superb Dale-Lichtenstein Australasia will be offered in London on Tuesday May 15 1990 i.e. within a day of Stampworld '90 closing, allowing for overseas visitor participation uncomplicated by the 'pull' of the exhibition.

A BRITISH COMMONWEALTH sale is scheduled for the following day (May 16) thus offering an outstanding opportunity to offer material, especially of a British America flavour. While properties for inclusion need not reach us much before the end of this year, would-be vendors are recommended to make their intentions known to us as soon as possible.

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this very same post card. The article gave only the card's July 13 1895 message, details of the ROMA square circle and a casual mention of the Montreal marking. The accidental and surprise finding of this Roma postmark story in the 1966 (February) issue of B.N.A. TOPICS (pages 38-41) is indeed, its 'better half'.

Editor's Note: The Yellow Peril is obviously too modest to make the point that the report, from R.M. Doull, appeared in Dr Alfred Whitehead's Squared Circle column. Neither the reporter nor the good doctor seem to have realised that the Montreal Squared Circle was a fake.

EDWARD A. RICHARDSON

It was with great sadness that we learned of the death of Ed Richardson, in his 81st year, just before we went to press.

A member of the Canadian PS of GB for over 40 years, Ed was well known throughout the BNA collecting fraternity, whose cause he promoted energetically through his writing, which spanned almost 50 years, and his activities at local, national and international level. Ed was, from 1947-49, the second President of BNAPS and became a member of the elite Order of the Beaver in 1948; he was awarded a Fellowship of the Royal PS of Canada in 1968. Neither award is easily won.

Beyond the confines of BNA philately, Ed was founder and past president of the New York Federation of Stamp Clubs, in 1940, and a past president of the Texas Philatelic Association. He was involved in CIPEX 47 and Interphil 76 and was a jury member at CAPEX 78, all international exhibitions. I was possibly unfortunate in making my international exhibiting debut at CAPEX in 1978 and having Ed Richardson, author of the Flag Handbook (1974) in the jury. The modest entry of flag cancels got its just deserts, a modest medal, and Ed explained why. It has taken many years to appreciate that he was almost certainly right!

Ed Richardson spent his working life in New York and moved to Texas in the early 1970's on taking early retirement. He was probably not well known personally to many members in the UK but his prolific writing; apart from the aforementioned Flag Handbook, he was responsible for the excellent 'Collect Canada Covers' in 1978 and scores of articles in a number of different publications, means he will long be remembered and many students of Canadian philately owe him a great deal.

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**DEALERS IN
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RAILWAY POSTMARK ERRORS (PART 4) by L.F. Gillam, F.C.P.S.

“The cautious seldom err.”
(Confucius)

Of all the sayings attributed to the famous Chinese philosopher this must rank as one of the least inspired. I was reminded of it at the time when I sought to find explanations for the many misspellings which occur in Canadian railway postmarks, and which form the subject of this series of articles. The answer, as indicated previously, is that there is no answer; there are only possible answers incapable of proof, mere assumptions that may or may not be groundless. All that can be said is that “someone” was not cautious. Now many will dismiss this idle speculation as pointless, and of course they would be right in so doing. It is not a matter that has even caused the writer sleepless nights; but what has exercised my mind is not how but why it came about that railway postmarks should be so “accident prone” when the many hundreds of other types of postmark are singularly free from error.

Apart from a few very early “ordinary” postmarks that were misspelt because neither the postal authorities nor the postmasters who requisitioned their handstamping equipment really knew how the place name of their office *SHOULD* be spelt, and were subsequently deemed to be wrong, I can only think of those other early postmarks which designated the wong province because no one could be certain as to where the boundary line had been drawn! Even in these instances the mistakes were due to justifiable ignorance; their perpetrators certainly did not deserve to have the wrath of Confucius poured down upon their heads. Indeed, apart from a very few misspellings in very much later slogan postmarks, and one precancel, I do not know of any others. Doubtless I shall be told that there are some that have escaped me; but their sum total cannot possibly measure up to the railway postmark “record.”

For that matter no other railway postmark errors can equal the record achieved in one case where a place name occurs in full (there are also numerous abbreviations) in at least forty different postmarks, out of which three have been misspelt in various ways over a period of time dating from 1880, and very possibly earlier, until 1917 when present knowledge suggests that the last incorrectly spelt hammer was brought into use. Appropriately enough the three postmarks were used in railway post offices (or mail cars as they were originally called) operating over the Intercolonial Railway to which reference has been made in part three of this series.

The Intercolonial – A Murky History

I use the word “appropriately” advisedly for, as every Canadian railway historian knows, this railway, the first to be government-owned and operated in the Dominion of Canada, was susceptible to incomparably more serious “errors” for at least the first thirty years of its existence: section foremen who forgot to replace rails, station agents who charged their friends “sweetheart” rates for the carriage of their freight, booking clerks who “confused” their personal cash with the railway’s money, conductors who for a small “consideration” accepted any scrap of paper from passengers in lieu of a proper ticket, timber merchants who could make a hundred “sleepers” (the size of beanpoles) out of one small tree, employees of all kinds who turned up for work regularly (on pay-day) and not least of all provincial politicians who welcomed weddings and funerals alike as an excuse to order special trains for their numerous guests and “mourners” as the case might be. Such are but a few of the “errors” which plagued the Intercolonial.

Indeed, about the only good thing that could be said about it was that it was well and truly built, in the face of incredible difficulties, by Canada’s most famous adopted son, Sandford Fleming, who surely needs no introduction. This versatile genius whose intellectual capacity was only matched by his powers of physical endurance and, some would say, remembering the cheeky little grinning sun that he incorporated into the design of the threepenny “Beaver”, his sense of humour, which stands out like a shining beacon in the murky history of the Intercolonial.

The “Wedding Band of Confederation”

Despite its administrative and organisational deficiencies, however, it served the purposes of the Dominion Government well. After the opening, throughout its entire length of 560 miles, at the beginning of July, 1876, the Maritime Provinces were linked to Quebec and Ontario by a continuous line extending from Sarnia at the western extremity of the latter province to Halifax, Nova Scotia, on the Atlantic coast. For the first time Canada had an outlet for its international freight and passenger traffic all the year round, and was no longer dependent upon American railways during the long winter months when the St. Lawrence was ice-bound. This “Wedding Band of Confederation” as it has been called ran from Truro, where connection with Halifax was effected over the line of the former Nova Scotia Government Railway, to Rivière du Loup, Quebec, the eastern terminus of the Grand Trunk Railway.

Needless to say the Intercolonial also provided the Canadian Post Office with carriage facilities for the "English" mail via Halifax. In addition it served to expedite the distribution of mail to hundreds of communities, both large and small, in southern Quebec and New Brunswick which had previously been dependent upon stage or courier services since the dawn of their existence. Postmark evidence strongly suggests that immediately after the railway was opened the Canadian postal authorities introduced three main railway post offices between Halifax and Rivière du Loup: one between the latter and Campbellton (188 miles) the second between Moncton and Campbellton (185 miles) and the third between Halifax and Moncton (186 miles).

The earliest known date of a postmark reading RIVIERE DU LOUP & CAMPBELLTON RY. is 1879; it is almost certain, however, that the railway post office operating between these two points was established along with the other two in 1876. This would be in accordance with time-honoured practice where important (and not so important) railways were concerned. The second and third mail cars used postmarks reading MONCTON & CAMPBELTON (sic) I.C.R. and HALIFAX & MONCTON M.C. respectively. The earliest known date of the former is 1880, and that of the latter, 1882.

Correct Proof Rejected!

However, the assumption that earlier dates may exist is based on more substantive evidence than that provided by former post office practices: in 1876 a postmark was proofed with CAMPBELLTON spelt correctly and in all other respects identical with the aberrant one referred to in the previous paragraph. We thus have the extraordinary situation of the correctly-spelt hammer being, apparently, rejected by the manufacturers and replaced by one that is spelt wrongly. This did not prevent the latter from being used for at least eleven years, however. (See Ludlow's Serial Numbers MA-148 and MA-159).

About the turn of the century (it is impossible to be more precise) the railway postal services between Levis (opposite Quebec) and Halifax appear to have been re-organised. Henceforward two principal railway post offices (as they were now officially called) were introduced, one operating between Halifax and Campbellton, and the other between Campbellton and Levis. By this time a huge volume of mail matter was being processed and distributed by these two offices. A typical daily "run" of the Halifax and Campbellton R.P.O. for example processed and distributed an average of about 1,000 direct letter packages, 500 registered letters, 600 to 700 letter packages and 250 to 300 bags of parcels, newspapers, circulars, mail order catalogues



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and magazines. The Campbellton and Levis R.P.O. was at times almost equally busy. The introduction of these two new railway post offices also marked the introduction of new handstamping equipment reading HALIFAX & CAMPBELLTON R.P.O. (MA-71) and, in the course of time, a variety of hammers with abbreviated forms of lettering, some of which remained in use until 1971 when railway post office services were abandoned. The connecting railway post office which operated between Campbellton and Levis saw a similar variety of hammers brought into use over the same period.

Lucky Thirteen?

In all at least thirteen different types of postmark were used over the period of at least seventy years during which the Halifax and Campbellton R.P.O. operated. Those who are superstitious by nature will be gratified to learn that of these thirteen different postmarks two of them contain misspellings of CAMPBELLTON. One, in a particularly bizarre form, CAMBLLETON (MA-72), does not appear to have given rise to any misgivings since the hammer concerned was accepted and used during a period which lasted at least thirty-eight years (1912 to 1950). This may well have been a case of the eye seeing what it thought it saw, the eye being a great deceiver as every proof-reader knows. On the other hand it may have been a question of no one being bothered to do anything about the matter, least of all the busy mail clerks; in which case how did it come about that another hammer with the misspelling CAMPELLTON (MA-79) appears to have been issued in 1917 and then promptly withdrawn? As Alice said in another context, "curiouser and curiouser."



LETTER TO THE EDITOR

Len Harris

I feel I must put pen to paper, and congratulate our worthy member Reg Lyon on the magnificent effort and, I am sure, success of the new Covermart Circuits he has started. I have obtained a number of items with which I am extremely pleased, and I hope members of our Society will back him to the hilt. By this means they can pass on their duplicates so that other members can acquire and benefit.

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SQUARED CIRCLES: THE MISSING YEARS

by James Felton

Not all towns using squared circle cancels used these postmarks continuously. This article lists the 85 squared circle towns for which gaps in usage of at least a year are known. While reports continue to be made that eliminate those years for which no strikes are recorded, another approach to the topic of interrupted usage is to take note of other cancelling devices used during those gaps. If no other cancelling device can be found used or manufactured, one is more confident in thinking the cancel had continuous use, while the knowledge of those other devices leads one to feel confident that there were indeed distinct periods of use. In neither case can we be absolutely certain, unfortunately, but at least we would be better informed.

Not present but worthy of similar research are those squared circles with what might be termed minor interruptions of less than a year. In either the minor or major interruption, something was used for postmarking or else the office was not open – a possibility hardly considered within the literature of the Canadian squared circles. An eventual objective of studying the postmarks of Canada should be to present the sequence and context of the markings, their serial or concurrent use in particular offices. The squared circles were not used in a vacuum yet we treat them as if they had been. Despite the fact that these cancels have received intensive attention for over 35 years there are yet a good many unanswered yet answerable questions about them, which will continue to make these cancels the most intriguing for a good many years.

Your response will be welcomed at Box 56371, Little Rock, AR 72215, USA.

Canadian Squared Circles – Years Having No Strikes Recorded

ALDERGROVE	94,98,00	MAITLAND	95
	01,04	NEWPORT LANDING	00,02-06
DUTTON	09,10	NORTHPORT	04
NEW GERMANY	99,02	PORT MAITLAND	00-04
OTTAWA	02	WOLFVILLE	00
POINT ST. CHARLES	96,97,98	BAIE VERTE	02,04,07
ST. ANN'S	00	INDIANTOWN	03,04
SHANNONVILLE	01,02	MILLTOWN	00
SPRINGHILL MINES		NEWCASTLE CREEK	00-03,05
BADDECK	95,96,97	RIVER LOUISON	02,11

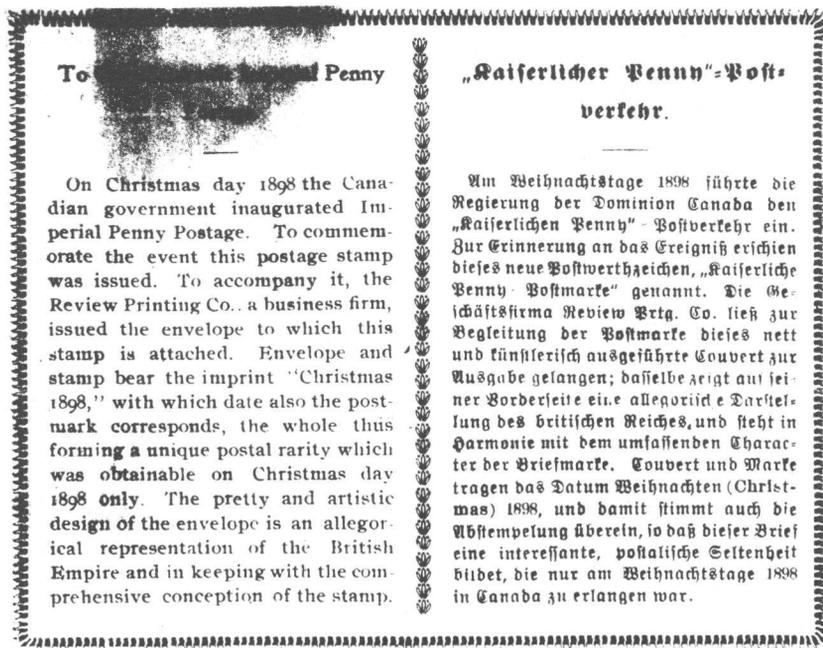
SHEDIAC	01,02	SARNIA	98
CHARLOTTETOWN	99	SCHREIBER	05,07-22
DANVILLE	96-02,05, 06,12,13	SEELYS BAY	01
FARNHAM	02-07	STIRLING	00
IBERVILLE	00-02,06	SUDBURY	02
LAURENTIDES	01-05, 14,16	THAMESFORD	01
LEVIS	96,98,99	THORNHILL	01,04, 05,06
MELBOURNE	01,02,09 14-16	VIENNA	01,03,04
POINTE A PIC	94-97	WATERLOO/ONT	98-05, 07-11,16, 18-21
RIVIERE DU LOUP STATION	01-13	WATFORD	99,00,02
SUTTON	97-01	WHITY	95-98, 01-03
ALMA	00,02	WIARTON	95-98
ANGUS	97	WOODSTOCK	96,97
AYLMER WEST	00	WOODVILLE	96-01, 02-03, 05-14
BRANTFORD	99,01,02, 04-07	WOOLER	02
CACHE BAY	97	DELORAINÉ	00-02,04, 05,07
CHELTENHAM	01,05-07, 11-13, 15-19,22	GRETNA	96
FORMOSA	00,02, 03,05	MINNEDOSA	99-02
FORT WILLIAM WEST	96	MORDEN	04,06,14, 16,18,19, 21,22
GORE BAY	11	SELKIRK	00-18, 20-25
HAMILTON	97-13	SOURIS	95
HARRISTON	02,03	ESTEVAN	96,00
KINKARDINE	96,97,98	GRENFELL	01,02
LISTOWEL	96	MAPLE CREEK	95
LONDON	01,03-11, 16,19	MEDICINE HAT	96,00, 01,02
MARKDALE	98	MOOSE JAW	00,01
NIAGARA	98	REGINA	99-03
NIAGARA FALLS SOUTH	00	PRINCE ALBERT	97,99-02, 04-09,11, 12,14,18
PARLIAMENT STREET	94,95,96	KAMLOOPS	96,97,98
PETERBOROUGH	99-02, 04,05	NANAIMO	11,19-21, 23,25-27, 29,31,34, 36,40,44, 45,51
PORT ARTHUR	10-13	ROTHESAY	03
PORT DOVER	95,97,98		
PORT PERRY	99-02, 04,05		
RIPLEY	02-06		
ROCKTON	04,06,07, 09,15		

THE 'MULREADY COVERS' REVISITED

by R.B. Winmill

In October 1977, an article appeared in 'Maple Leaves' (1) on the subject of these beautiful yet mysterious covers. At that time considerable research had led to the publication of several new facts, explanations and speculation.

Recently a brief note, accompanied by photocopies, was received by one of the authors of the original article from John Talman, the well-known Toronto auctioneer and dealer. Regrettably the copies are not sufficiently clear to reproduce here; however an enclosure, hitherto unrecorded in the literature, evidently accompanied these attractive covers. This enclosure, printed in both German and English, was entitled, 'To Commemorate Imperial Penny Postage' and is reproduced below.



Of course, not all such covers were dated 25 December, 1898. One is known, commercially used, at a later date, from Listowel, Ontario, and another was posted from Peterborough (2). However, the vast majority, in either rose or green, were philatelically inspired and were unaddressed but bore a Berlin, Ontario, CDS.

This is the only example of the enclosure known to the authors of the original article and appears to be the only authentic explanation of the covers, their purpose and design, to have surfaced.

References: (1) 'The 1898 Map Stamp and the 'Mulready' Covers' by A.D. Hanes, J.E. Winmill and R.B. Winmill in 'Maple Leaves', Vol.16 No.9, October 1977 pp235-8; (2) This cover, while dated 25 December, 1898, probably passed through the mails to Ireland, used commercially.

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N7L 4A9 C
- 2598 NEEDS, E. C. J., FRPSL, 2 Hilltop Close, Baglan, Port Talbot,
West Glamorgan SA12 8YH TransAtlantic

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SN15 1PJ C

Deceased

- 2560 ROBB, J. W., 210 RICHARDSON, E.A.

Resigned

- 2361 PARKIN, Mrs B.

Change of Address

- 1675 SHARMAN, A. R., 2 Woodside, Ashley Rd., Walton-on-Thames, Surrey KT12 1HT.
- 2572 LEE, A. T., 11 Backhouse St., Latham, ACT 2615, Australia.
- 2411 JAMIESON, R. H., 7700 Bayview Ave., No 116, Box 518, Thornhill, ON, Canada L3T 5W1.
- 2085 SEARLE, G. P., Durriss Cottage, Woodlands of Durriss, By Banchory, Kincardineshire AB3 3DR.
- 2426 SKREPNEK, R. J., Box 2226, Fairview, Alberta, Canada T0H 1L0.
- 2162 KRAWEC, T. J., 43 Edcath Road, NW. Calgary, Alberta, Canada T3A 4A2.
- 2541 PUTMAN, A. R. B., 33 Talman Grove, Du Cros Drive, Stanmore, Middlesex HA7 4UQ.
- 1817 WEDGWOOD, M., Whitegates, 113 Kidderminster Road, Catchems End, Bewdley, Worcs. DY12 1DG.

- 2128 LEHR, J. C., 10 Colony Blvd., Apt 535, Wilmington, Delaware
19802 USA.
- 2106 PARAMA, R., 49 Berndale Way, Duncraig, W.A. 6023,
Australia.
- 2007 EICHELE, M., POB 563, CH-4001, Basle, Switzerland.

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|-------------------------|-------------------------------|
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| 2498 CATTERMOLLE, W. H. | 2519 MARTIN, R. L. |
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| 2549 GOUL, T. E. | 2420 THOMSON, J. R. |
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