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Maple Leaves

PRINCIPAL CONTENTS

Dawson Mail 1898	69
R.P.O. Errors	73
Production of Canadian Stamps	79

Whole No. 219

Vol. 21 No. 3

August 1988

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EDITORIAL

In this issue we feature an article on stamp production by Jacques Nolet which originally appeared, in French, in the Canadian Philatelist. Following closely upon the translation of the article by Richard Gratton on the Quebec Fakes it might seem that we are instituting a policy of reproducing articles first published elsewhere. This is not the case. Our policy remains the publication of original articles by members. However, we do occasionally come across articles which we feel are important and not available in English. Without wishing to upset our French-speaking members, we feel it part of our duty to bring such articles to the wider attention of our members. We are grateful to the authors, to the Canadian Philatelist and to translator Ken Campbell for allowing us to do so.

Jim McLaren reports that he represented the Society with a table at Scottish Congress on 1 May, ably supported by Bill McVey. We gather that one or two visitors took away 'membership packs', having expressed serious interest in joining. Our thanks to Jim and Bill for showing the flag like this. The publicity gained cannot be measured in new members 'signed up' on the spot, it is the repeated presentation of the Society's name and activities before collectors that is of long term value. We understand that plans are afoot to arrange a meeting at SCOTEX in Glasgow at the weekend of 12/13 November.

As we go to print we learn that Scott's new BNA catalogue shows substantial reductions in the price of many Canadian stamps and we gather Canada Specialised may well show reductions too, although their prices are in general lower, and therefore more realistic, than Scott. It will be interesting to see whether Gibbons, who revised their prices downward in August 1986, will have seen the need for any further adjustment in that direction. A number of auction houses and dealers have claimed that stamp prices are picking up; the dichotomy may appear puzzling. It is our experience that top quality, scarce, material continues to fetch good prices, as always, but the 'average' material has not really picked itself up off the floor. Postal history continues to sell well.

S.W. GROUP SEMINAR – Last reminder

As previously announced, the S.W. Group is running an afternoon seminar on Sunday 21 August in conjunction with a two day Convention, organised by the Bristol Federation of Philatelic Societies.

Details will be found in the June issue of *Maple Leaves* (p. 59). If you are planning to attend please advise the Editor beforehand, with a note of what, if any, material you would like to bring along. NO CHARGE is being made for the seminar although a nominal entrance fee will be levied to gain admission to the Convention where some 40 dealers are scheduled to be in attendance.

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THOSE FAMOUS (Infamous?) “REVERSED ESSAYS” AGAIN!

by The Yellow Peril

Foto by Favourite

Maple Leaves whole number 31 (April 1954) was received shortly after my enlistment in the CPS of GB. This issue featured a block of the Admiral reversed essay which was supported by no less than five distinguished specialists including Canada’s Admiral authority, author and bilingual golfer, Hans Reiche. This reversed essay aroused my curiosity to such a pitch that it opened up a new and exciting field for me to pursue – “fantasy philately!”

G.A. Williamson’s tale of these essays is about as interesting, acceptable and popular as any. . . . “They were done by the German Government Printer when it was thought there was trouble between the Canadian G.P.O. and their printer, and were submitted as a specimen of what the German Government Printer could do. They were not made the right way round as they might fall into wrong hands and they would be accused of forging current stamps.”



Fig. 1. Pair of recently acquired Admiral ‘reversed essay’.

Although the opinions expressed on these reversed essays varied from “fakes” to “an unacceptable essay or something similar got into unofficial hands, was duplicated, made into a block and reproduced by the blue print photographic method,” there was some consensus that they were made in Germany. The place where they were made may never be established but the back of this reversed essay (Fig 1 and 2) carries portions of what appear to be Hungarian stamps. This implies that they could well have been produced in Europe, if not in Germany.

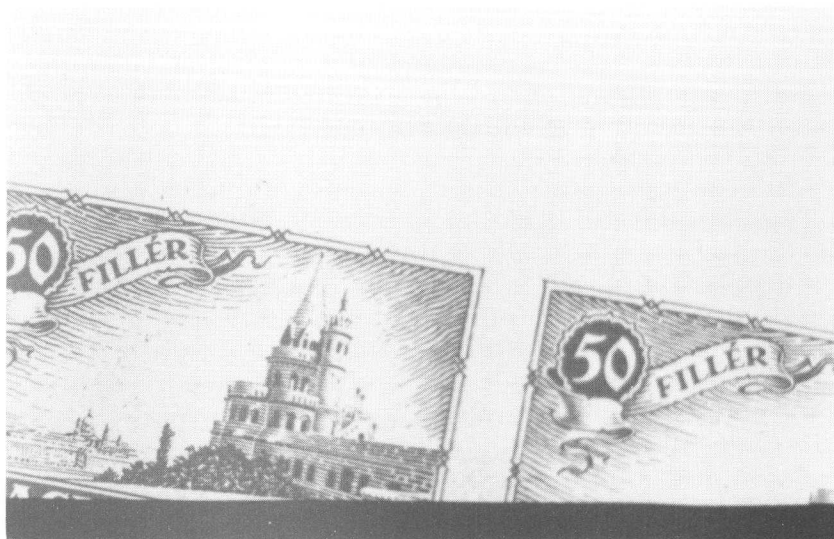


Fig. 2. The back of Fig. 1. ‘Stamps’ on both sides are in the same red colour.

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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.

DAWSON MAIL DURING THE WINTER OF 1898 – NO STAMPS by Harry Dingenthal

The severe winter of 1898–99 brought many problems to the prospectors of the Klondike gold rush, including getting mail to loved ones. Woodall, in his book, *The Postal History of the Yukon Territory* gives the following account:

“The gold rush to Dawson had reached its peak, and the last river boat taking mail outside had recently left in October, which no doubt caused a rush at the post office for stamps to post Christmas mail before freeze-up. Travel was at a standstill until the river was frozen solid, as there was no overland route then, and any replacement of stocks would be impossible for some time. Meanwhile, mail was being *despatched* (sic) up river as opportunity occurred, often to be held up for weeks enroute through lack of dog-teams.”



Figure 1

The cover shown in Figure 1 is of particular interest. It is addressed to a lady in Kingwood, West Virginia. On the face there is a fair impression of the single-ring Dawson date stamp of 18 November, 1898, struck toward the top right hand corner where it would have tied a stamp had

one been there. To the left of the post mark above the address is an eight cents "numerals" adhesive which was then the correct postage for a first class letter with registration fee. This stamp is not tied to the cover. The stamp was cancelled with a horizontal roller of Victoria B.C. before being stuck on the cover, and is partially over the left part of the Dawson cancel. It is back-stamped Victoria, 6 January, 1899, Winnipeg, 9 January and St. Paul, Minnesota, 16 January, 1899.

Since on 14 October, 1898 the post office burned down (Woodall, p. 65 and 99), it seems reasonable to assume that the letter was written at the time of posting, but a lack of stamps caused the Dawson postmaster to send the mail out with a covering letter of explanation. On arrival at postal headquarters in Victoria, 8 cent stamps, possibly in sheets, were roller precancelled horizontally. One stamp was placed on each registered letter to frank it through the mails and to keep account of the money collected for these letters at Dawson. Woodall (p. 67) shows a 3-cent numeral vertically precancelled and reaches the same conclusion.

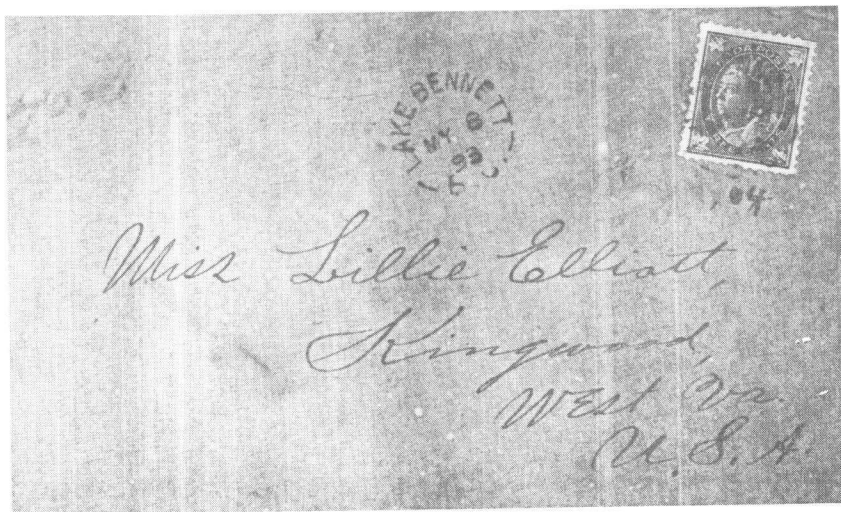


Figure 2

As some sheets of 3-cent numeral stamps were also precancelled vertically for first class mail, it could be possible, if more covers are found, that precancelled sheets for this purpose may have been roller cancelled horizontally and vertically on the same value. It is also possible that other denominations, including leaf issue, were used as available at the time in the Victoria post office.



Figure 3

Another cover, Figure 2, addressed to the same lady in Kingwood, West Virginia, was posted earlier on 8 May, 1898, at Lake Bennett, using a broken circle post mark. The cover arrived at Kingwood on 9 June, 1898. The Lake Bennett Post Office was opened 1 May, 1898. Both of the covers shown in Figures 1 and 2 are of the same slate-blue shade paper.

A third cover from Dawson, Figure 3, with a single ring date stamp was postmarked 28 February, 1899 to Fairmont, West Virginia. The cover is registered with a 5 cent leaf and 3 cent numeral, an overpayment of one cent. Perhaps the postmaster at Dawson was unaware of the reduction in first class rate to 2 cents from 1 January, 1899. The cover is back-stamped Dawson, 28 February, 1899; Victoria, 17 March, 1899; St. Paul, Minnesota, 3 April, 1899; and received in Fairmont, West Virginia as noted on the front on 11 April, 1899, about one-half the time it took the first letter (Fig. 1) to come from Dawson. The 'R' in oval is over five years ahead of the date recorded for it in Woodall (p. 220), but it is unclear if it was applied in Dawson or Victoria.

I would appreciate information from anyone having letters or other postal material from Dawson during mid November to early December 1898.

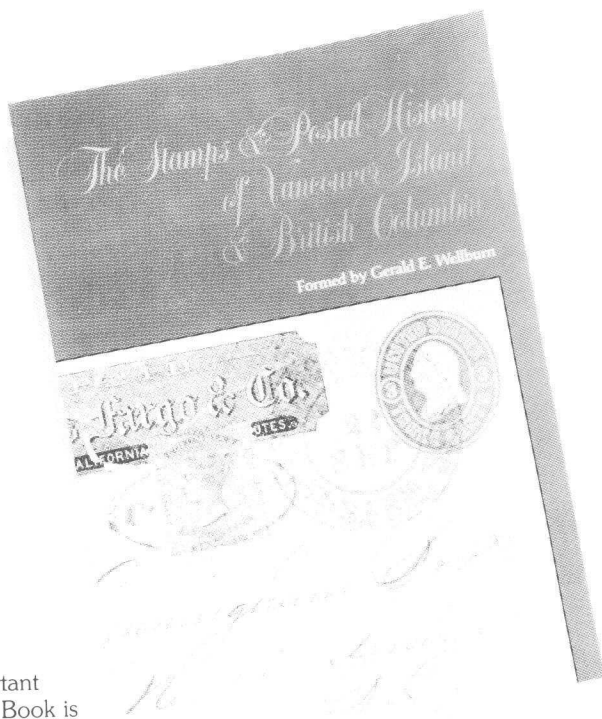
References:

Woodall, R.G. (1976), *The Postal History of Yukon Territory, Canada*, Quarterman Pub., Lawrence, Mass.

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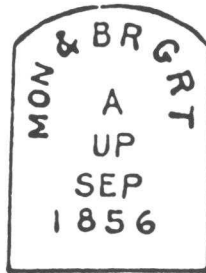
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CANADIAN RAILWAY POSTMARK ERRORS (Part 2) By L.F. Gillam, F.C.P.S.

*“Is this a postmark which I see before me?
(Or is it but) a postmark of the mind,
A false creation, proceeding from
The heat-oppressed brain?”*

Shakespearian scholars will have to forgive me for the parody above; but it expresses my own feelings about the subject of this article so aptly that I cannot resist it. Men, I know, have been hanged for less. It is a risk that I must take in the R.P.O. cause.



When considering the subject of this series I decided that it would be logical to deal with each separate postmark in chronological order, or as near to that as current information would permit. This decision immediately led to the question of just exactly where in the order of things the “tombstone” postmark illustrated should be placed. Its date obviously suggests that it should have appeared first, and this was my original intention until its questionable status led me to the conclusion that it ought to be relegated to a lower order, if not excluded altogether. Having been in limbo for about sixty years ought it not to remain there? Since no one, apart from the original reporter, has ever claimed knowledge of it, is it the product of someone’s imagination? Is it bogus or fictitious or (perish the thought!) is it a hoax perpetrated by a perverted humorist who is now almost certainly beyond our reach? Is it the postmark equivalent of the Piltdown Man?

An Enigma

Such questions have often exercised my mind because the aura of mystery that surrounds it has a fascination that is always associated with an enigma. That I have finally decided to dismiss these unworthy

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suggestions is obvious. As an incurable romantic I would like to think that somewhere, in a proverbial attic or, more sensibly, in someone's treasure chest, there is a cover bearing this postmark awaiting the day when its fortunate owner reveals it to more than one pair of startled eyes. To put it another way, as an inveterate optimist, I hope that the "tombstone" will eventually be resurrected!

This, therefore, is the reason why what may be the first Canadian railway postmark error appears out of the order that I originally set. I have had second thoughts because the case for the proposition that it is authentic appears to be a formidable one. To start with it has a remarkable pedigree. It was first recorded by the Reverend F.W. Gedye, a prominent member of a small band of railway postmark collectors who, in the early 1920's, began to collect and study them at a time when such a pursuit was regarded by most stamp collectors as mildly eccentric, to say the least.

It was Gedye who first attempted to classify Canadian railway postmarks into various types, and it was from him and a few other collectors that Fred Jarrett gleaned a great deal of information that led him to incorporate and illustrate these postmarks in his famous 1929 catalogue. That Jarrett's work gave a considerable impetus to the collection of Canadian postmarks in general, and railway postmarks in particular, there can be no doubt, and it was in his catalogue that the unique Montreal & Brockville "tombstone" postmark made its debut. Subsequently this, and many other early railway postmarks, were illustrated (without acknowledgement) by Boggs in 1944. It was T.P.G. Shaw, however, who in the same year, published his first work solely devoted to Canadian railway postmarks, and who abandoned the cumbersome (and imperfect) numbering system of classification adopted by Jarrett. Shaw replaced it with a logical system of type classification which survives to this day.

Type 1 Reprieved

Probably because of its exceptional character he accorded the postmark which is the subject of this article, the designation "Type 1", and as such it appears in his later, 1963, work, and in Lewis Ludlow's 1975 and 1982 catalogues. At the time when the latter was preparing his latest catalogue he must have been sorely tempted to give it the final "coup de grace". In the end it was reprieved, and now hangs by a tenuous thread (along with a few other postmarks) with the laconic comment "No report. Listed by Jarrett." Now members of the R.P.O. Study Group of the B.N.A.P.S. will know that giving a postmark such a curt dismissal is tantamount to awarding it the kiss of death. Superficially this would not appear to be unreasonable. To start with Gedye



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was not always wholly consistent in his manner of reporting postmarks. Sometimes he would list a newly-discovered one exactly as the wording appeared; unfortunately at other times, especially when the termini were abbreviated, he would report his interpretation of the abbreviations in full, doubtless with the good intentions of helping those whose knowledge of the geography of Canada was rather shaky. He then sometimes compounded the confusion by abbreviating in his reports the wording of well known cities that even the most ignorant would recognise. Thus it was that Shaw in his first catalogue included "postmarks" that were entirely, but not intentionally, fictitious. To some extent this can be said to apply to his second, 1963, catalogue, although by this time some alleged "postmarks" had been eliminated.

By 1975, in collaboration with Shaw, Lewis Ludlow had established the principle that no postmark would appear in his catalogue unless he had actually inspected it or had seen a clear photograph, or photo-copy of it. By this time hundreds of newly discovered postmarks were eligible for inclusion; but new or not, all had to pass the acid test. By 1982 when Lewis Ludlow published his latest catalogue very few 'doubtful' postmarks remained, and of these few the 'tombstone' still figured prominently. The reason why it did so can only be postulated. The postmark is obviously hand-drawn or crudely traced. It is possible, although unlikely, that the erroneous lettering "G.R.T." instead of "G.T.R." was accidentally transposed.

Local Product

Whether this was so will never be established; but there can be no doubt that the hammer from which it was struck was a local product, possibly inspired by the earlier official "Montreal" tombstone postmark. It may even have been the handiwork of an enthusiastic mail conductor on the Montreal and Brockville postal car who used it pending the delivery of the official handstamp. The section of the Grand Trunk Railway between Montreal and Brockville was opened for traffic on 29 November, 1855 and it is known from extant correspondence between W.H. Griffin, the Secretary to the Postmaster General, and the Vice-President of the Grand Trunk that the Canadian Post Office was anxious to take advantage of the railway for the carriage of mail as soon as possible. There is no reason to suppose, therefore, that postal car facilities were not introduced on 29 November, 1855 or shortly afterwards. By this time a postal car service had been in operation on the St. Lawrence & Atlantic Railroad for more than two years. This too used an "unofficial" handstamp pending the delivery of official instruments; there was, therefore, a precedent for the subject of this article. It had been done before, although in the earlier instance the postmarks struck

were of the conventional circular type.

All this is obviously supposition with not the slightest evidence, apart from the phantom "tombstone" to substantiate it. There is only one thing we can be certain about: the "tombstone" was not "invented" by Gedye. He was a serious student and collector of railway postmarks and a keen local historian who wrote a history of the Parish of Brome, a village in the Eastern Townships from where he may have originated. As we have seen his one failing was the inconsistency of his manner of recording postmarks; but that he should perpetrate an outrageous hoax is inconceivable.

If this article prompts postal historians or postmark collectors to search for this veritable treasure, and it is found, it will not have been written in vain. Of early Canadian railway postmarks there are a few of which only one or two examples on cover are known, or at least have been reported. By mere chance they have survived the fate which has befallen countless early covers with interesting postmarks: they have not had their adhesive stamps cut out of them by eager collectors, and their remains thrown in the waste-paper basket. Such an untimely end may have been the lot of the "tombstone". "Oh, philately, what crimes have been committed in thy name!"

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The following article first appeared, in French, in the 'Canadian Philatelist' (May/June 1986) and we are grateful to the Royal Philatelic Society of Canada for permission to use it. We are grateful too for the translation provided by Ken Campbell and to the author for making helpful adjustments to the translation.

THE PRODUCTION OF CANADIAN POSTAGE STAMPS (1950–1970) (Part 1) by Jacques Nolet of the Académie Québécoise d'Études Philatéliques

Nearly every Canadian philatelist collects stamps issued by Canada, but very few fully understand the exact steps which lead to their production.

Many reasons explain this: the almost complete absence of information from the Ministry of Post, the almost complete silence on the part of the Canadian Bank Note Company of Ottawa and the enormous difficulty which one encounters when seeking a full understanding of the technical processes involved.

We will attempt in this article to describe the principal stages in the production of engraved Canadian stamps in the period 1950 to 1970 in order that philatelists may better appreciate the various stamps in their collections.

Perhaps this article will inspire ordinary philatelists, the backbone of our hobby, to delve deeper into the wonderful world of philately.

In order to better understand the complex processes which lead from the preliminary steps to the final postage stamp we have divided this article into five major parts: I. The Preliminary Stages; II. The Work of the Artist; III The Engraving of the Original Design; IV. The Technical Impression of this Engraving; and V. The Various Supplementary Aspects, which always accompany the issuing of a stamp. In simplifying the processes in this fashion we believe that most philatelists will better understand the complexities of issuing a Canadian stamp.

I. THE PRELIMINARY STAGES

In most cases, it was the Ministry of Post in Ottawa which decided that a stamp was to be issued to honour a person or a place or an important event. Moreover, social groups exerted political pressure to obtain such and such a stamp, but the ultimate decision rested with the Minister himself or his principal officers (deputy minister or service directors).

When the Minister had decided to issue a special stamp a number of preliminary stages led to its production. Generally the director of Financial Services for the Ministry of Post was directly involved at every step from the start to the completion of the project, assisted by the Director of Postal Services.

The Director of Financial Services (D of FS) originally fixed the limits of the issue (number of stamps, method of production, face values), set a production schedule (particularly the issue date), advised the plant which was to handle the production (generally the Canadian Bank Note Company Ltd. of Ottawa during this period) and invited certain artists to submit preliminary sketches.

Already, with this preliminary work of the D of FS, the parameters of the issue had been set and generally remained fixed until the project was completed.



The postal design by Gerald Trottier to honour the major French explorer La Vérendrye, issued during 1958.

II. THE WORK OF THE ARTIST

Beginning with an official proposition from the D of FS or his assistant or the Director of Postal Services, one or several artists were put to work for this specific order. They were artists who had already worked for the Ministry of Post or people specially recommended. The number of artists engaged in the process varied from two (normally) to eight (in exceptional cases).

a) Original Research

When an artist was asked to do this type of work he had first to learn as much as possible about the project envisioned by the Ministry in order to avoid any error, historic or artistic.

According to several postage stamp designers whom we have contacted on this subject, this initial research was extremely important and constituted the major part of the preliminary work which was done at the initial stage.

Once the artist had completed his initial research, which usually took several weeks, he could begin his preliminary sketches as he already had a good idea of the subject.

b) Preliminary Sketches

This consists of putting down on paper the ideas which have developed on the project which has been defined in line with the proposed theme.

These preliminary sketches may be well developed or simply outlines, depending on the intention of the artist and his personal researches.

Gerald Trottier, who designed six Canadian postage stamps at the beginning of this period told us that this work seldom takes more than a few days if the artist has really thought about the subject and has



First preliminary design by Gerald Trottier intended for the stamp to honour la Vérendrye.



Second preliminary sketch by Gerald Trottier.

obtained precise ideas of his design. The number of preliminary sketches may vary, depending on the artist, from one to several, all depending on his approach and the fertility of his imagination.

c) Presentation of his Work

Immediately on completing his preliminary sketches the artist submitted them to the D of FS. He then gave an opinion which definitely fixed the appearance of the projected stamp.

Then the Director submitted the preliminary sketches to other competent people: the National Archives specializing in history; the National Gallery in the artistic layout; etc. The relevant opinions from these outside sources enabled him to come to a decision.

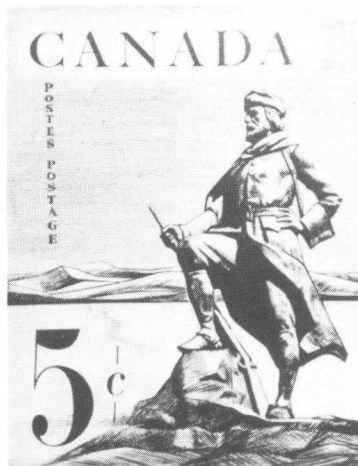
This decision enabled the Minister to decide, in principle, to follow up on the artist's ideas, suggested by the preliminary sketches, or simply end the work on the part of the artist whose sketches were rejected by the D of FS.

d) Reactions of the Minister

Many factors determined whether the Minister would accept or reject a preliminary sketch.

The first criterium: was the design one which could be produced by

Right:
Third preliminary design



Below:
The fourth preliminary sketch



steel engraving? Almost all postage stamps of this period, without exception, were printed by this process. In examining the files of the Minister, it seems that the major design modifications requested, to definitely approve an original design created by an artist, hinged on this one main point. Our personal opinion is inclined to the belief that the decisive point in acceptance or rejection of a project was the preliminaries submitted by the artist.

(to be continued)



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NEW SQUARED CIRCLE DISCOVERIES

by J.L. and R.B. Winmill

With each new collection which reaches the market, or with each new major find of these cancellations, it seems that new strikes appear which extend periods of use, demonstrate hitherto unknown indicia or bring to light new errors of assorted types. Some old time collectors have been known to claim that the squared circle field has been exhausted. However, not only are new finds of secondary importance being reported, but so too are major finds such as strikes which were previously unknown on particular stamps, like maps or jubilees, and covers bearing strikes previously unrecorded on cover etc.

Intensified research activity during the past few years has, even after all this time, led to the discovery of new and previously unrecorded hammers. The squared circle field is not barren as the list of appended new discoveries adequately demonstrates. This listing, with but a single exception, has been gleaned from the offerings of the prominent Canadian dealer and auctioneer, Bob Lee (1).

BEETON MY 4/98.	Earliest recorded use of this hammer and first recorded example of the Beeton squared circle on a Jubilee stamp.
BROCKVILLE MR/PM 14/99.	An obvious error.
DUTTON JU 23/93.	Entire indicia inverted.
BAIE VERTE AU 14/12.	New late date.
PETITCODIAC AU 12/97.	New late date and first recorded strike on 3c Jubilee.
CHARLOTTETOWN 2/JU7/94.	JU is inverted.
CLARENCEVILLE NO 8/00.	New late date.
MONTREAL 5/AP 17/97 (Hammer 1).	Earliest date known with indicia.
NOTRE DAME ST. WEST MONTREAL 16/JY 9/98.	New late date for this hammer.

<p>RIVIERE DU LOUP STATION AM/12 MY/1913.</p>	<p>Contrary to Lee's comment, at least one other strike exists on an Admiral, but this does confirm previous example.</p>
<p>ST. ANNE DE BEAUPRE (date not known). STE CUNEGONDE SP13/93. SHERBROOKE PM/AP 11/4. WINDSOR MILLS 5/MR 14/?. BELLEVILLE 5/MY 9/95.</p>	<p>Now recorded on the Map stamp.</p> <p>New early date.</p> <p>Obvious year date error.</p> <p>First recorded use of any time mark.</p> <p>Second day this time mark is now known, first being MY 1/95. An obvious error.</p>
<p>BRANTFORD AM/DE 45/94. BRANTFORD 18/FE 22/09. CHELTENHAM MR 23/10 and DE 23/22. FOREST JA 8/88.</p>	<p>First known 1909 strike.</p> <p>Both dates demonstrate use in years previously unknown for this hammer. This is an obvious year date error as no squared circle hammers were proofed prior to 1893 (apart of course from the Ottawa precursor).</p>
<p>GORE BAY JUL 9/14.</p>	<p>This date demonstrates the use of substituted indicia and use in a year for which it had not previously been reported.</p>
<p>GORE BAY AU 20/28. KINGSTON 11/DE26/03 (Hammer 1).</p>	<p>New late date.</p> <p>The only reported example of Hammer 1 on an Edwardian era item, the only indicia beyond '4' known in conjunction with Hammer 1 and, by ten years, the latest known strike.</p>
<p>LAKEFIELD 2/AU 40/97.</p>	<p>A quaint error of a type previously recorded in several offices including Waterloo, Quebec and Perth.</p>
<p>MARKDALE JU 21/49. MERRICKVILLE AM/OC 20/94. MOUNT BRYDGES DE 23/14 and AU 26/24.</p>	<p>Interesting year date error.</p> <p>Earliest record of a time mark at Merrickville.</p> <p>Strikes were not previously recorded from Mount Brydges in either 1914 or 1924.</p>

PARIS 2 JY 26, 1893.	Latest recorded use of a numerical time mark from Paris.
PERTH ON 20/99.	Several indicia errors from Perth have been unearthed in recent years, this is one more example.
PICTON 2/DE 2/58.	The inverted '5' was previously known only as a '2' for a time mark, but not in the year date.
PORT ARTHUR AM/DE10/01.	Latest recorded use of this time mark.
SMITHS FALLS NO 4/66.	New late date for this well known error.
ST. THOMAS PM/AU 10/95.	'PM' is inverted.
ST. THOMAS PM/DE 13/95.	This is struck through cloth and, while that in itself is unusual, occasional similar strikes are known, dating back to the Large Queen era.
WINDSOR PM/NO 20/94.	'PM' is inverted, this is three years earlier than the previous earliest known example.
MORDEN JY 21/05, JU ?/10, JA 21/14, JU 1/15 and SP 14/20.	All these strikes demonstrate use during years in which usage has not previously been recorded. The pattern of use of this hammer suggests regular, though sporadic, usage for many years.

(1) See private treaty offering of December 1984 and auction number 34 of 26 January 1985 – Robert A. Lee Philatelist Ltd., Vernon, B.C., Canada.

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FREDERICTON, NEW BRUNSWICK

Timemark Practices during the Late Victorian Era

by Jim Felton

Fredericton, capital of New Brunswick, is rather common to find on stamps of the Small Queen and late Victorian issues. Though having much less population than other maritime cities like Halifax, Sydney, Saint John, or Truro, Fredericton nonetheless had a sizable volume of mail as the postmarks today suggest.

The squared circle is easily found, with better than 2,000 known examples. It was proofed the morning of January 19, 1894¹ and went into use the next morning.² The latest date recorded presently is the afternoon of August 28, 1898.³ The timemarks used in the squared circle were AM and PM. I have three matched sets out of 69 total copies. Within my collection I have 23 AM and 46 PM examples.

Much more interesting timemarks were in use before the squared circle and came back in the later years of the squared circle; during its lifetime, however, the squared circle is the dominant postal marking used at Fredericton. What we find are hourly markings.

Catterick reported this fact in his September–October, 1982 *Topics* article “Indicia in Towns Cancellation in the Small Queen Era, Part 1.” He listed morning hours 6 and 9 through 12, and afternoon/evening hours 1 through 8 and 12. These are in the form number and either A or P for AM and PM, we presume: 6A meaning 6AM, 2P meaning 2PM. He also lists additional markings having the letter A or P preceding the number: 1, 3, 5, 6, 8 through 12 after A, and 1 through 9, 11, and 12 following P. I have never seen any of these and would like to see them confirmed. Timemarks 6A, 9A, 10A, 11A, 2P through 8P are represented in my collection.

That collection begins with 6P/AP 6/92. In 1892 I have copies throughout the rest of the year (6 in all), with 3 examples of 6A, 1 of 9A, 2P, and 9P. In 1893 examples are much more numerous, 42 in all. On four different dates I have two different timemarks. The timemarks are distributed like this:

6A	10A	11A	2P	3P	4P	5P	6P	7P	8P	AM:	16 examples
8	7	1	1	3	4	5	1	5	8	PM:	27 examples

The morning/afternoon distribution resembles that of the squared circle, you will note.

In 1894 I have only a single example: 6P/JA 13/94. The squared circle soon came into use and appears to have replaced the CDS that we have been discussing.

The CDS re-emerges with the earliest example in my collection being 3P/JU 9/96. I have further examples in August, September and December. Of these 4 cancels, 3 are 3P and 1 is 4P. In 1897 I have only 3P/SP 9 and 4P/NO 19. In 1898 within the known period of the squared circle I have 3P/MY 30 and 5P/AU 8, and later in the year 4P/SP 8/86 (for 98) and 2P/OC 10.

The device we have been reporting so far is a 24mm CDS with letter 4mm tall. 'N.B.' appears across the bottom of the dater. In 1898 a new CDS comes into use. It is slightly smaller, about 23.5mm with 2mm lettering. The wording is FREDERICTON·N.B. across the top with CANADA at the bottom. There are no side dots. The earliest date I have is PM/SP 1/98. The new device brings a new timemark into use but does not replace the earlier CDS. It may have been a replacement for the squared circle though.

In 1899 another event occurs: elimination of the hourly marking. The older CDS remains in use but with just the letter A or P above the date. The newer CDS is still used with PM only. Of 12 copies of the old CDS only 2 are A.

In 1899 I have only one copy of the new 'CANADA' CDS.

The situation in 1900 is much the same. I have 10 of the older CDS with only one A, and 4 copies of the newer CDS, all PM. For MY 17 I have an example of each, P in the old and PM in the new CDS. The latest date I show for the old CDS is OC 2.

I mention that because by FE 16/01 the older CDS is used with AM and PM instead of single letters. For 1901 I have five copies of the old 'N.B.' CDS, only one being AM, and I have only one of the 'CANADA' cancels, dated SP 15. I can't make out the timemark for that example. I noticed that copies of the older CDS during May and June, though well struck, show only 1 instead of 01 for the year.

In 1902 AM and PM are abandoned for numeric timemarks representing the 24 hour clock. A new CDS of about 23.5mm and 'N.B.' at the bottom is the reason for this, and the older one seems to have been retired. Timemarks seen are 6, 15, and 17.

By March 1903 a new duplex cancel comes into use. The dater is about 23.5mm in diameter, has 'N.B.' at the base, and the letters are 3mm high. The obliterator consists of 9 bars within a circular outline. This device is not listed by Smythies, nor by Dalpé and Walker. The latter do list an A9 type duplex in use 1904-06 but having a diameter of 23mm.⁴

Additional material in the collections of others will flesh out the brief information presented here. If anything the information here

presents not answers but a number of questions. When did the hourly timemark style begin and what was used before? How late did the style last before the squared circle? Did the squared circle become the exclusive device in use, at least until mid 1896? Was the squared circle used as heavily during the last two years of its life as during the first 2-2½ years? What was being used for receiving marks? What and when were different devices in concurrent use?

One question answered, though: Can ordinary material be interesting? Sure can!

References

1. W.G. Moffat and G.F. Hansen, *The Squared Circle Postmarks of Canada*, 1981, p. 54.
2. J.L. Winmill and R.B. Winmill, "New Squared Circle Discoveries," *Maple Leaves*, Volume 20 number 2 (January 1986), p. 38.
3. Moffat and Hansen, op. cit., p. 54.
4. Jean-Guy Dalpé and Lawrence A. Walker, "New Brunswick Duplex Postmarks," *PHSC Journal*, Number 31 (September 1982), p. 43.

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Lot 442 S: Sq. circles of Alberta; Lethbridge and Red Est. £10
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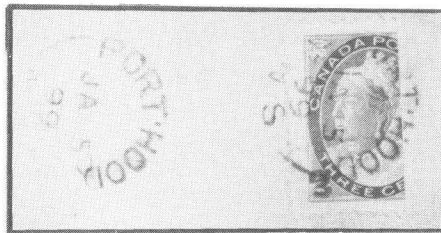


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THE LONDON SEMINAR

Another highly entertaining feast of philately was laid on by the London Group, on 28 May, for the benefit of all members able and willing to attend.

Having attended two of the three seminars held so far, I should dearly love to see the event firmly established as an annual meeting in the CPS calendar. The latest was well run, as usual, and the variety of material on show should have been wide-ranging enough to please anyone. One or two members produced displays of material not usually shown by them and a few eyebrows were raised.

It is a great pity that the organisers and exhibitors were not better supported in terms of general attendance; I am sure that the Group will be pleased to run further seminars but let us all show it is worth their while by turning up in force. Our thanks go to Lew Warren and his team on behalf of all those who did attend.

For the record the following subjects were displayed:

- Registration – George Bellack
- Odds and S—s – Alan Judd
- Canada & BC Forgeries – David Sessions
- Squared Circles on Jubilees – Colin Banfield
- The Allan Line – Martyn Cusworth
- The Canadian National Steamship Co. – Dorothy Sanderson
- The Map Stamp – Charles King
- Postal History of Belleville – Len Belle

JOHN SIVERTS

It is with great sadness that we report the death, on 14 April, of John Siverts (698), a CPS member of some 35 years standing. Well known, and greatly respected, in his own country (USA) and overseas, his philatelic knowledge and kindly guidance will be greatly missed. An active member of both CPS of GB and BNAPS, John was also a member of the expert committee of the APS and was to have been one of the US judges on the Finlandia International Jury at Helsinki this year. He was looking forward to this event following a successful apprenticeship at Melbourne in 1984.

John acted as collecting agent for the Society in the USA and we are very grateful for the service he has rendered.

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2406 MACPHERSON, Dr. L.B.

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- 2381 SPEIRS, Dale, Box 6830, Station 'D', Calgary, Alberta, Canada T2P 2E7
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Revised Total:- 564

Fancy Cancellations

Dave Lacelle is reviving the BNAPS Fancy Cancel study group that operated in the 1960's and early '70's and culminated in the Day/Smythies handbook on the subject. The prime objective is a new book, to be published within the next two or three years. As the group is affiliated to our sister society, BNAPS, only members of that society will be able to participate fully. However, if you have an interest in such material (and a collection) and are not a member of BNAPS, please contact Dave direct. Every potential author values that vital snippet of information *before* he goes to press, not afterwards! The address is: 369 Fullerton Ave., Ottawa, ON, K1K 1K1, CANADA.

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