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OF GREAT BRITAIN



Maple Leaves

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MAPLE LEAVES

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APRIL 1990

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EDITORIAL

With several snippets of information to impart, the Editor has chosen to forgo the opportunity in this issue to impose gratuitously his views and comments on the long-suffering membership.

Remember 6 May, 1990

Yes, it's the 150th anniversary of the first official day of use of the penny black. More importantly, on that Sunday at 12.30pm the Society is hosting a buffet lunch at the Victory Services Club, near Marble Arch. All members are invited and, as it is being held during Stamp World London 1990, we do hope that many of our overseas members will be able to join us. Details were given in the January issue. And what is the cost to members for this prestige affair - nothing, so there's no excuse! Just one thing, please tell Colin Banfield that you wish to attend; we should hate to run short of food!

BNAPS Convention 1991

What are we doing advertising BNAPS conventions? Well, each year a few CPS members do manage to attend and, in 1991, the event will be held in Vancouver. Several people have indicated they would like to go, so Charles King has undertaken to run a feasibility study on a group booking. The dates are 29-31 August, 1991 and Charles has made preliminary enquiries. No commitment is required at this stage but, if you are interested, please write to Charles as soon as possible.

Civil Censorship

The Civil Censorship Study Group is holding its annual conference on Saturday, 15 September, 1990, at the Royal Agricultural College, Cirencester. Many of our postal historians could find much to interest them; members of the group also belong to other specialist societies so a wide range of material is likely to be on show. CPS members are cordially invited to attend. Further details can be obtained from the conference organiser, Derek Page, Beggars Roost, Wells Rd., Eastcombe, Stroud, Glos. GL6 7EE.

The Other Pair of 12d Blacks

In the January 1989 issue of 'Maple Leaves' we reported the sale of the mint marginal pair of 12d blacks from the Sam Nickle collection. In November last the only other mint pair in private hands was sold for US \$119,00 when the well known 'John Foxbridge' BNA collection went under the Christie Robson Lowe hammer in Zurich. Visitors to international exhibitions will be familiar with this triple Grand Prix BNA collection of superb quality and will not be surprised that a number of high prices were realised.

Ian Taylor's Day

We do not normally chronicle the non-philatelic activities of our members but it is not often that one has a day named after him. Hardened conventioners will know of Dr Ian Taylor's deep involvement with the Lions Club. In October last, Ian was awarded Congressional Honours for his 'work with the Lions Club and his outstanding contribution to his community and country'. On top of this his home village of Wheeling, Illinois, has declared 21 March 'Dr Ian W. Taylor Day'. While we were delighted to hear of such honours we were sorry to learn that ill health had finally forced Ian into retirement.

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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.

UNIT POST OFFICE MARKINGS - World War II Canadian Army FPO Covers. by Kim Dodwell

The 50th anniversary of the outbreak of WWII has received much attention during the past year, and it is opportune to recall that December 1939 saw the arrival of the 1st Canadian Infantry Division in Britain, eager to play their part in the war against Hitler. They were the first of an army that strengthened steadily until by early 1943 there were 200,00 Canadian soldiers, volunteers all, in Britain. From June of that year numbers lessened as Division after Division left Britain to land on enemy shores.

After an earlier false start, from 12 July, 1940 free mail concessions were allowed for Canadian servicemen writing home. Stamps were no longer required provided they wrote 'C.A.S.F.' (Canadian Active Service Force) or later variations of these words on the top front of the envelope, and their name, rank and number on the back flap. The



Postally worded Orderly Room handstamps of the 1st Canadian Infantry Division, which was in southern England 1940-43. After landing in Sicily and fighting their way up Italy, they ended the war in Holland.



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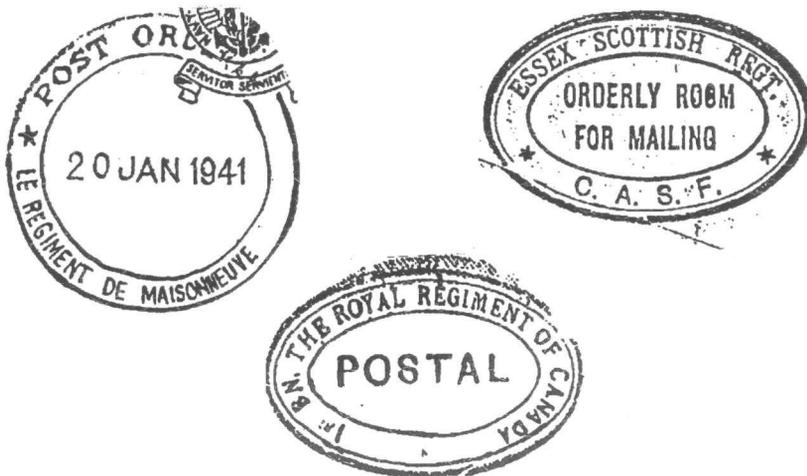
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sealed letter was then handed into the unit's Orderly Room, where the sender's entitlement to free postage was then authenticated by the Postal Orderly (alias the Post Corporal) applying the Orderly Room handstamp, which some collectors call the Unit Cachet, to the back of the cover.

No Uniformity of Design

In a strangely unmilitary way, these Orderly Room handstamps show no uniformity of design and can be found in a great variety of format, shape, size, wording, and colour of ink. Less than 5% of those that I have seen have been purposely made for the use of the Post Corporal, to include such words as 'Post Office', 'Post Orderly' and the like; it is some of these that I illustrate. The cachets used by the Postal Orderlies in most units, however, give no hint of their postal function, and their claim to serious philatelic consideration has been questioned by some purists. My feeling is that their vital part in the movement of soldiers' mail cannot be gainsaid - without these cachets the mail would not have moved - and because of their variety in design it is possible to make an interesting collection.

The Post Corporal not only handstamped the outgoing mail, bundled it and sent it to the Field Post Office serving his unit, he also sorted and distributed the incoming mail and looked after registered correspondence. Wealthy and erudite collectors have formed famous



Handstamps of the 2nd Canadian Infantry Division. Apart from one day of too-dearly won glory at Dieppe, they were in England 1940-44. From July 1944 they played a full part in the N.W. Europe campaign.

'name' collections of the old-time Forwarding Agents; for me the Post Corporal is a 'poor man's Forwarding Agent'.

When the five Canadian Army Divisions (plus two independent Armoured Brigades) came under orders to move overseas from Britain, security considerations stopped the use of identifying unit cachets on their mail. Instead letters were censored at unit level, with the censoring officer signing the front of the cover. The Unit Censor's handstamp was then struck across his signature. These handstamps, unlike the Orderly Room handstamps, were uniform in design, with a crown over a circle (later a shield) enclosing the words 'CENSORED BY' and the Unit's security serial number - but that is another story!



~~13 FD. REGT. R.C.A.M.C.~~
~~← OUT GOING MAIL →~~

Handstamps of the 3rd Canadian Infantry Division, in England 1940-44. They were the only formation in any Allied army to reach their full objective on the D-Day seaborne landing. After further amphibious operations on the Scheldt and the Rhine they were nicknamed 'The Water Rats'

The Post Corporal

To end, a word about my friend the Post Corporal. Safe behind his table in the Orderly Room, he escaped most of the rigours of training, and had nothing more than the occasional 'smartening up' by the Company Sergeant Major of Headquarter Company to worry about. Once units went into battle, however, many Commanding Officers looked around for ways of relieving the Rifle Company Corporals before they reached breaking point in the deadly business, worse than Russian roulette, of leading reconnaissance patrols and commanding the point section in an advance. They started a roster, by which the most deserving Section

Commanders were given a few weeks rest as Post Corporal, while the earlier incumbent changed his handstamp for a sten gun. Looking at the infantry battalion Orderly Room marks in my collection, I sometimes wonder how many of those who wielded the handstamps in England in 1940-43 came through the war. Take as a fairly typical example the Essex Scottish Regiment, of the 2nd Division. Mostly Ontario men, 553 embarked for Dieppe; 52 returned. After being virtually reconstituted, the battalion went into Normandy where it lost over 200 men in two days fighting for the Verrieres Ridge: over 100 casualties in the Battle of the Scheldt, and more than this in the Reichswald. Not all the Post Corporals came through, that is very certain.

With the passage of more than 50 years since the outbreak of World War II, perhaps the postal history of the period will begin to have more appeal to a wider audience. Military mail enthusiasts have been tapping the vein of material for many years but it's surprising how the patina of age attracts a far broader band of collectors. You have been warned!

Just to whet the appetite, Kim Dodwell is presenting a series of glimpses at those troubled times as illustrated by the postal services.

FIFTY YEARS BACK - 6 APRIL, 1940

By Kim Dodwell

The German 'U' Boat blockade of the British Isles, which began as soon as World War II was declared, resulted in severe rationing of petrol, clothing and food. This last hardship was from time to time alleviated for some by gifts of foodstuffs from overseas. Canadians, for instance, were allowed to send gift parcels to the U.K., by surface mail only, provided that (1) they were unsolicited, (2) occasional, (3) did not exceed 5lbs weight, out of which no more than 2lbs could be of any one commodity and, (4) carried a complete customs declaration.

Throughout the war, and on into the almost equally lean years of early peace, generous Canadians sent many thousands of parcels, but few wrappings have survived. The example shown overleaf enclosed 2lbs of sugar - the ration for someone for two months, at a time when sugar formed a more important part of the shopping basket than it does now. The 42c franking paid the correct parcel rate for 2lbs to the U.K.; the cancellation is a philatelist's nightmare. The manuscript 'Passed for Export' appears to have sufficed in place of the more usual rubber

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FINE STAMPS
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stamp with authorising signature of the 'money censor'. The 'WATROUS' boxed date stamp on the customs form is of a fiscal type; I do not think it is found used postally, as the somewhat similar M.O.O.N. handstamps sometimes were later.

BRITISH AND FOREIGN PARCEL POST
CUSTOMS DECLARATION

DATE STAMP
WATROUS
APR 16 1940
SASK

ADDRESS OF PARCEL
*Mrs. A. Marshall
Long Barton
Nottingham.*

LIST OF CONTENTS SENDER MUST ITEMIZE EACH ARTICLE	NET WEIGHT		VALUE \$ CTS.
	LB.	OS.	
<i>Wool Suits.</i>	<i>2</i>	<i>=</i>	<i>25</i>

FOR USE OF EXCHANGE OFFICE
BILL No.
ENTRY No.
No. RATES

DISPOSAL INSTRUCTIONS OF SENDER: If not deliverable as addressed dispose of this parcel as follows (score out instructions not intended)

1. DELIVER TO (Fill in alternative address).....

2. ABANDON
UNLESS SENDER'S INSTRUCTIONS ARE GIVEN PARCEL WILL BE RETURNED AT HIS EXPENSE

SIGNATURE AND ADDRESS OF SENDER
*Mrs. W. Watrous
Watrous, Sask. Canada*

91B-1,500,000-10-11-37

Long Barton
Nottingham
England

Mrs. A. Marshall
'Moorlands'
Curzon St.
Long Barton
Nottingham
England

313
Watrous
Sask.
Canada

Parcel Post to Great Britain - 42c for 2lbs. This was the seamail rate, which varied from 24c for 1lb to \$3.00 for a 20lb parcel. Duty was not payable on food sent from Canada to Britain during the war.

DISTRIBUTION OF THE 1898 MAP STAMP by R.B.Winmill

Frequently it has been stated that the Map Stamp was a Christmas stamp only; in fact, the stamp was issued to commemorate the advent of Imperial Penny Postage and the date selected for commencement happened to be 25 December, 1898. The stamp is not and was never contemplated as a Christmas issue.

Collectors enjoy forming map stamp calendar collections and studying patterns of usage. In many quarters it has long been assumed that this stamp was dispensed only in late 1898 and early 1899; in fact the Map Stamp was available from December 1898 to early 1900 in many post offices.

The following commentary appeared in October, 1899:

During the last month we notice that several correspondents are expressing wonder that the 2c map stamps are being placed on sale. This should not cause any surprise because we announced some time ago, that the department at Ottawa, had no intention, whatever, of discontinuing the issue. We may as well say that we received this news from Hon. Wm. Mulock, himself, not from his deputies, so collectors may be sure they can rely upon our former statement.(1)

This statement lends credibility to claims that the stamp was available long after early 1899.

(1) *Anonymous 'Editorial Comment' in 'The Philatelic Advocate', vol.7, number 4, October 1899, pp54/5*

CPS Reunion

**We look forward to seeing you at the buffet lunch
on Sunday 6 May.**

It's Penny Black day so you can't forget the date!

**But don't forget to tell Colin Banfield that you
will be there.**

See page 286 of the January ML for details.

A FREAK DUPLEX FREAK!

by The Yellow Peril

Photos by Canadian Stamp News

The freak duplex postmark of New Glasgow (Fig.1) with its misplaced barred killer is described and illustrated in chapter V of our Society handbook 'Canadian Duplex Cancellations of the Victorian Era 1860 - 1920.' The reason this intriguing postmark is labelled a 'freak' duplex is due to the killer habitually coming in three hours late - at 6 o'clock instead of the usual 3 o'clock. Furthermore, this cancellation differs distinctly from that of a normal official duplex ... It was designed and made by the local postmaster. The antique style of the dater is not found in any other duplex and the killer consists of eight bars enclosed in a truncated circle.



Fig 1. Freak New Glasgow duplex (in red) 31 JUL 1874 - killer at 6 o'clock. Although most of these postmarks shows the killer at 6 o'clock, a picture of one was seen with the killer at almost 3 o'clock, and another at 4:30 (Fig 2)

A possible excuse for the second freak (Fig 3) was that another card (or cover) was on top of the card to be postmarked during postmarking. In such a freakish situation, it can be seen that when the hammer was struck, the freak duplex freak occurred when the strike was shared by two cards - the dater on the above card (Fig 3) and the killer bars on the guest card. Another probable excuse was the removal of the killer, accidentally or otherwise.

Are there other covers postmarked with just this dater, or other excuses for the freak duplex freak?



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NEW BRUNSWICK POSTAL HISTORY
NEW BRUNSWICK STAMPS
NEWFOUNDLAND POSTAL HISTORY
NEWFOUNDLAND STAMPS
N W T POSTAL HISTORY
NOVA SCOTIA POSTAL HISTORY

NUMERAL ISSUE
OFFICIAL STAMPS
OFFICIALLY SEALED STAMPS
O H M S PERFINS
ONTARIO POSTAL HISTORY
PATRIOTIC COVERS & POSTCARDS
PENANCE ISSUES
PERFINS (PRIVATE)
PLATE BLOCKS
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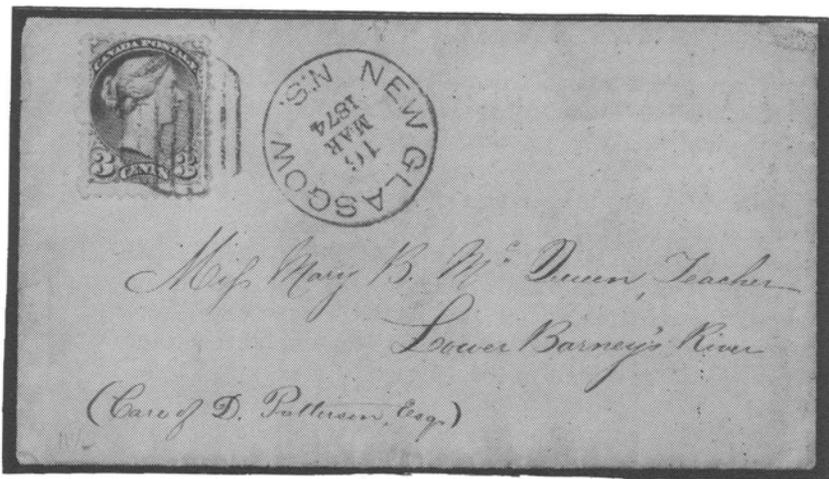


Fig 2. Freak New Glasgow duplex (black) 16 MAR 1874 - killer in earlier at 4:30 o'clock



Fig 3. Freak New Glasgow duplex freak (black) 14 MAY 1874 - killer not in at all!

MESSAGE FROM THE PRESIDENT

When Mary and I attended the 1968 Harrogate Convention, at Eric Bielby's invitation, little did I think that one day the honour of being your President would be accorded to me.

To me also falls the privilege of organising CONVENTION 1990 which will be held between Wednesday 3 October and Sunday 8 October, at the CHESTERFIELD HOTEL, CHESTERFIELD, Derbyshire. This is the town's premier hotel which is not only fully equipped for conferences but also boasts a new leisure centre with swimming pool, sauna, solarium, gymnasium and other facilities which are available to us as part of the package.

The hotel is adjacent to the railway station which is on the main London - Leeds line. There is also no lack of parking space. Chesterfield is arguably one of the most interesting Derbyshire towns, with a large Friday market and an extensive antique market - perhaps flea-market would be a fairer term - on Thursdays.

The Parish Church has the celebrated 'twisted spire', claimed locally as one of the wonders of the world, venerated by cartoonists, and the subject of countless ribald jokes. Many stately homes are near at hand, there are several golf-courses within a few miles radius and, at Matlock Bath, Britain's only cable-car railway ascends the Heights of Abraham - this alone should rouse the curiosity of our Canadian friends.

Convention is our annual opportunity for renewing old friendships. Hopefully many of you who have not yet been before will join us - if only for a day or two. I am trying hard to arrange a varied and interesting programme which will include something for everyone.

Geoffrey Manton.

Convention Auction

**Material must be in John Parkin's hands by 5 May
See p. 311 of January ML for full details.**

Have you sent your material in?

THE PEOPLE ON THE STAMPS - JOHN CABOT by Alan Salmon

*We are the Pilgrims, master; we shall go
Always a little further: it may be
Beyond that last blue mountain barred with snow
Across that angry or that glimmering sea.*

James Elroy Flecker. Hassan.

John Cabot was a shooting star in the sight of world history - his memorable achievements encompassed little more than one year. Nevertheless he has a lasting place in the story of Canada and of the World. Canada recognised this by displaying his ship, the Matthew, on the 4c commemorative of 1949 (SG 412 SS 282) which was issued when Newfoundland entered the Confederation as Canada's tenth province. The Matthew is also shown on the third stamp in the 'Exploration of Canada' series (SG 1200, SS 1106). His ship appears because there is probably no authentic portrait of him - such was the speed of his passage before the recorders of history.



Cabot's 'Matthew' on SG412

Nothing is known about the boyhood of Giovanni Caboto; it is believed that he was born about 1450, possibly in Genoa. By 1461 his family had moved to Venice and in 1476 he became a naturalised Venetian. For some 20 years he was employed by Venetian spice merchants trading eastwards; during this period he became a skilled navigator. His reading and his journeys, as far as Mecca, took him within the influences of the writings of Marco Polo, another Venetian, and of the fabled riches of Cathay (Northern China). His navigational knowledge

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and these influences may have led to him envisaging, quite independently of Columbus, a way to Cathay by going westwards.

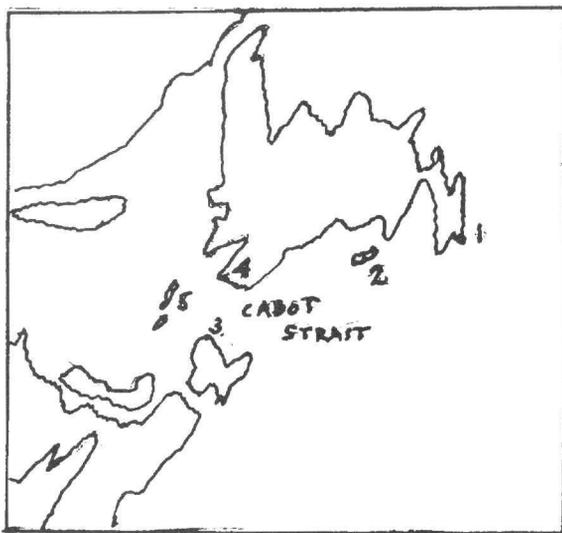
To England

Cabot got no support for his ideas from Venice, which had a nice monopoly of the existing spice trade and was not interested in competition; nor was any help available from Spain and Portugal. Hence he came to England; about 1484 he was living in London and by 1494 he had settled in Bristol, a rich city ambitious to replace Southampton as the prime port in England for the spice trade. An additional attraction of Bristol may have been that the port had been engaged in trade with Iceland for over a century thus news of the travels, even further west, of the Vikings may have filtered back in the stories of seamen. Or, and possibly more probably, fishermen of Bristol were already aware of Newfoundland; indeed a letter from an Englishman, John Day, written near the end of 1497 to Spain, says that the men of Bristol had already discovered the island of Brasil, ie Newfoundland, before Cabot's voyage. Whatever the cause, by March 1496 Cabot, together with his three sons, had obtained letters patent from King Henry VII of England (1485-1509) to '...seeke out, discover, and finde whatsoever isles, countreys, regions or provinces of the heathens and infidels whatsoever they may be, and in what part of the world soever they be, which before this time have been unknownen to all Christians'. The same letters gave Bristol the privilege of being the only port which could trade with the new lands.

That same year Giovanni, now to be known to history as John Cabot, sailed from Bristol westwards to reach Cathay, supported by funds from the merchants of Bristol. The departure may have been too hasty; he was soon back in port because of a shortage of food and arguments with his crew, compounded by bad weather. On 2 May 1497 he was off again in the small ship *Matthew* with a crew of 18 men. This time he had a successful and fast voyage; he coasted for some time before making a landfall on 24 June. He '...planted, on the lands he found, a large cross with one flag of England and one of St. Mark (parton saint of Venice), on account of his being a Venetian,...'.

Ashore he saw no one, but he did see signs of people: felled trees and snares. He thought he had reached 'the territory of the Great Khan'. His landing place has never been established, but whilst coasting he named various prominent landmarks. The possible positions of his placenames are shown on the map - all in the vicinity of Cabot Strait. Cabot quickly returned to Bristol with his news, arriving on 6 August.

The voyage home was blessed with good weather and a fair wind, it only took 15 days.



Cabot's placenames are shown by their possible locations: 1 England's Cape, 2 The Trinity Islands, 3 Cape Discovery, 4 St. Georges Cape, 5 Island of St. John.

Four days after his return he had an audience with King Henry who gave him a gift of £10 (about £2500 in today's money values) and a pension of £20 a year. A Venetian, in Bristol at the time, wrote home "... he is called the Grand Admiral. Great honour is paid to him; he dresses in silk, and these English run after him like madmen, so that he can enlist as many as he pleases and a number of our rogues besides."

Disaster

Cabot's third voyage was a fully equipped expedition of five ships, provisioned for one year. The King furnished one ship, the merchants of Bristol and London provided the other four ships and their supplies. The plan was to sail directly to his previous landfall and then to follow the coast southwards to the tropics, there to carry on a profitable trade with Cathay and with Cipango (Japan). The fleet set sail from Bristol in May 1498. Little is known about the voyage except that one ship was damaged in a storm and had to put into an Irish port for a time. After that there is no direct news at all about Cabot and his five ships. Considering the support that Cabot had, and his standing in England, it

is amazing that there is no record of the outcome of the expedition. Perhaps the correct conclusion is that a storm sank the fleet. Where it went and what became of it we do not know; perhaps there is a document somewhere, still to be discovered, which tells of its fate.

Thus John Cabot disappeared from the sight of history. A man with a vision, with the persistence and persuasive ability eventually to obtain support for it, and with the technical ability to achieve it. Unfortunately the geography was wrong, the seas were unkind and the records of his achievements sparse. Nevertheless he skippered the first English ship to make a landing on Canada and was the first to explore the coast of North America - a worthy subject for the stamps of Canada. One final and disturbing thought - is there an error on the 4c green of 1949? Was the name of the ship not the Matthew (nor the Mathew nor even the Mathewe; see Speirs, Maple leaves, WN 223, p 205, 1989) but the Mattea - the name of Cabot's wife? Could be!

FURTHER READING

Cumming, Skelton and Quinn, *The Discovery of North America*, Elek, 1971.

Brebner, J.B. *The Explorers of North America*, Doubleday, 1955.

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COVER STORY - Part 1

Cross-Border Mail: Canada to (and from) U.S. by George Bellack

Arguably the most important development in 19th Century in trans-border mail conveyance was the April 1851 Convention between the two countries. The 'before-and-after' is I believe, a worthy subject for study and I shall try to make a modest start with the help of half-a-dozen of my covers, to highlight the postage rates and regulations preceding the Convention and the changes it brought about.

Basically, it is a story of reduction in mailing costs and complications - substitution of separate Canadian and U.S. postage charges by a single (combined) rate.

My objective here is to show - for the pre-Convention period - the key role of the official Mail Exchange Offices along the border, the 'Paid to the Lines' concept and the relevant postmarks and rate markings.

The official designation of the first seven pairs of Mail Exchange Offices (MEO's), goes back to 1829 (P.O. Dept. Order of 5 Feb.), effectively taking over from previous, informal, arrangements between postmasters on either side of the border. The sketch map (*Figure 1*)

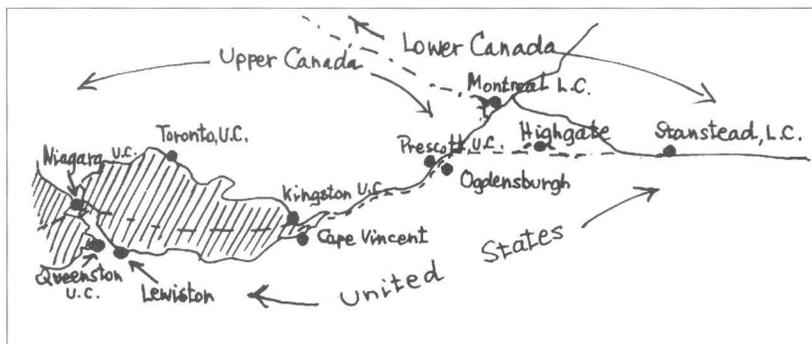


Figure 1

shows the seven Canadian M.E.O.'s that were operational by April 1851. It will be noted that five were located in Upper Canada and just two in Lower Canada. Additional offices followed, first at Sault Ste Marie (Canada West) and Mansonville (Canada East), 'partnered' by U.S. offices opposite, some more were to follow later. By 1837, the

British/Canadian 'Ferriage' surcharge for over-the-water crossings had come and gone and the Canadian inland postage, which had to be pre-paid, reverted again to the old-established Canadian rate for 1/2 oz, letters, i.e. 4 1/2 d for up to 60 miles, 7d up to 100 m. and 9d up to 200m. etc.

Figure 2 illustrates a Montreal cover, mailed in Feb. 1850 to Burlington, Vermont. The MS figure '4 1/2' (in red meaning pre-paid) represents the Canadian postage from despatch to the Mail Exchange Office at Highgate Vermont, on the U.S. side of the border. The 'Paid to the Lines' (i.e. to the U.S. border) endorsement confirms this. The 'Paid' handstamp refers to the Canadian part of the route and was duly obliterated at Highgate, where the U.S. postage of 5c (boxed '5 - also struck in red) was recorded by handstamp. Completing the picture, there are the Montreal and Highgate cds postmarks and, on the back, the receiving mark of Burlington.

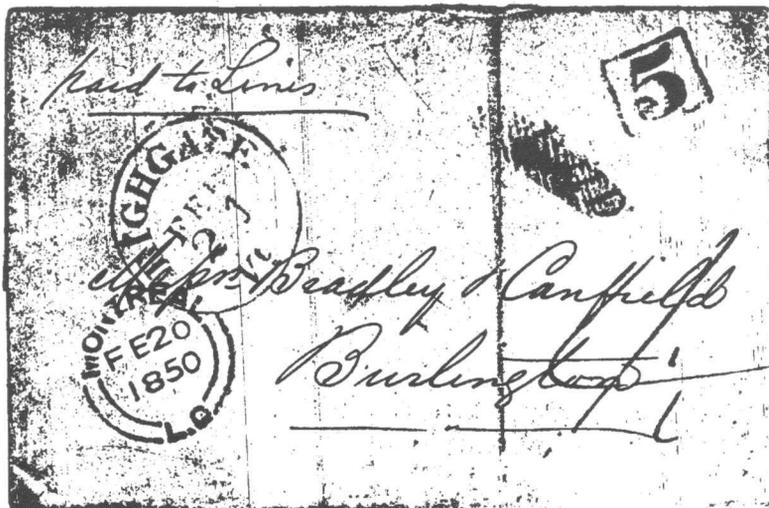


Figure 2

The next cover (Figure 3) also emanates from Montreal, in the same year, but this time addressed to New York. Endorsed with the 'Paid' and '4 1/2' it shows similar pre-payment 'to the lines'. However there is no exchange office handstamp and the only U.S. postmark of any kind is the '10' (in circle) rate mark. This 10c rating is explained by the greater distance between the border and the final U.S. destination.

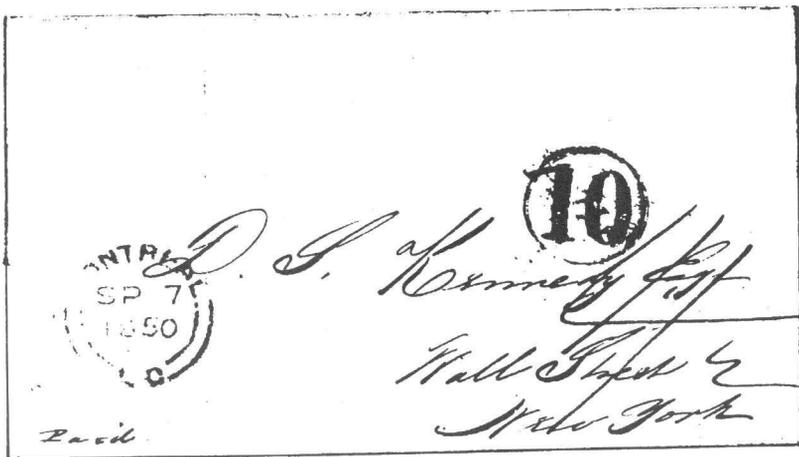


Figure 3

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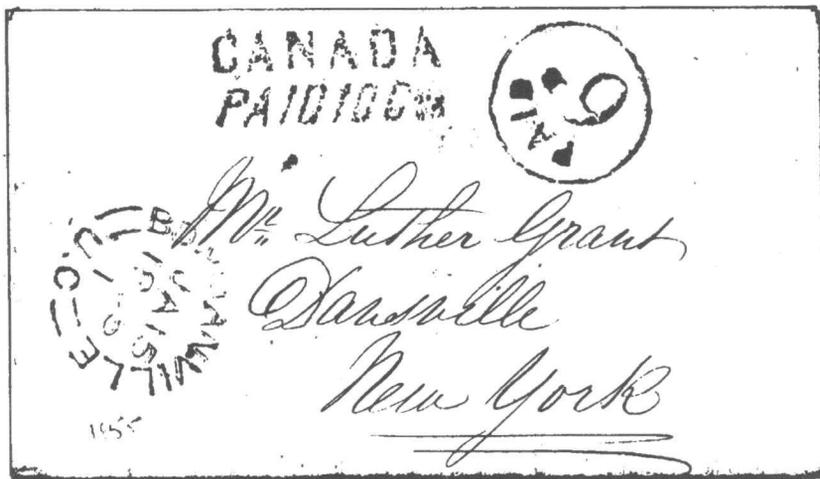


Figure 5

N.Y. is represented by its cds on the front. In addition to the appropriate rating marks - 6d and its equivalent 10c - there is also a part-strike of the arc-shaped 'Canada' handstamp. The relevant regulation (25 May 1851) decreed that 'offices designated for the despatch and receipt of U.S. mails on the side of Canada will stamp 'Canada' upon all letters sent into the U.S. for delivery.' The handstamp 'Canada 10 cts' of course also comes under this heading.

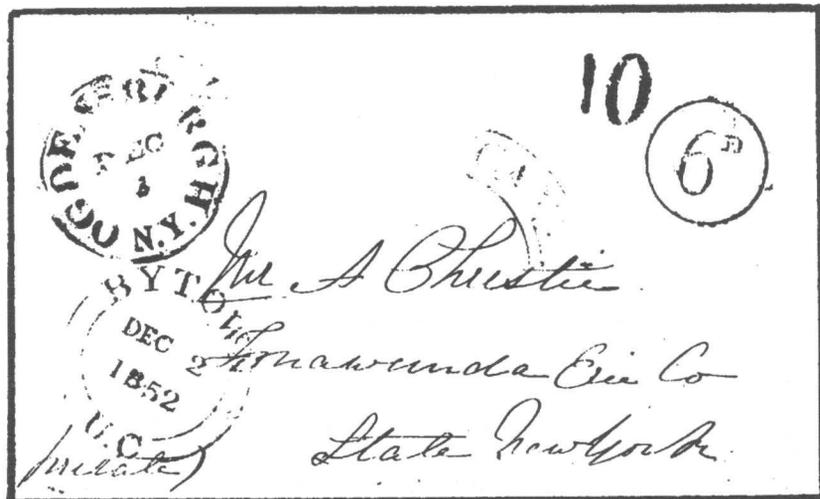


Figure 6

The 1853 Kingston cover, addressed to Philadelphia, featured in *Figure 7*, clearly shows this mark, in addition to the Kingston cds (representing both despatch point and Can. Exchange office!) and its U.S. border Office counterpart, the St. Vincent exchange office across the St. Lawrence.

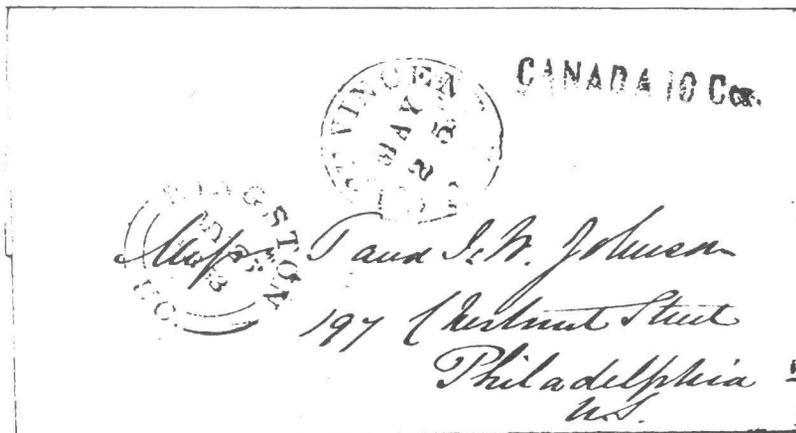


Figure 7

Conversely, letters from the U.S. to Canada - see example in *Figure 8* - in conformity with the May 1851 regulation were to have been stamped with a 'United States 6d' postmark, representing the currency conversion from 10 Cents (U.S). The 1856 St. Louis, Montana cover, addressed to Trenton, C.W. otherwise shows no record of any Border Exchange Office, either front or back!

Figure 8



CANADIAN RAILWAY POSTMARK ERRORS (PART 5)

By L.F.Gillam. F.C.P.S.

Only the least observant who study a political map of North America can fail to be struck by the extraordinary shape of the State of Maine. This, the largest and most sparsely-populated of the New England States, thrusts itself like a huge misshapen thumb northwards until only a narrow corridor of territory south of the upper St. Lawrence River separates the Maritime States from the rest of Canada. Until 1820 this "Pine Tree State" had been a part of Massachusetts, and for many years afterwards its boundaries with New Brunswick and what is now the Province of Quebec had been so ill-defined that the heavily forested areas both north and west of the St. John River were a perpetual source of friction between the two Canadian colonies and the United States.

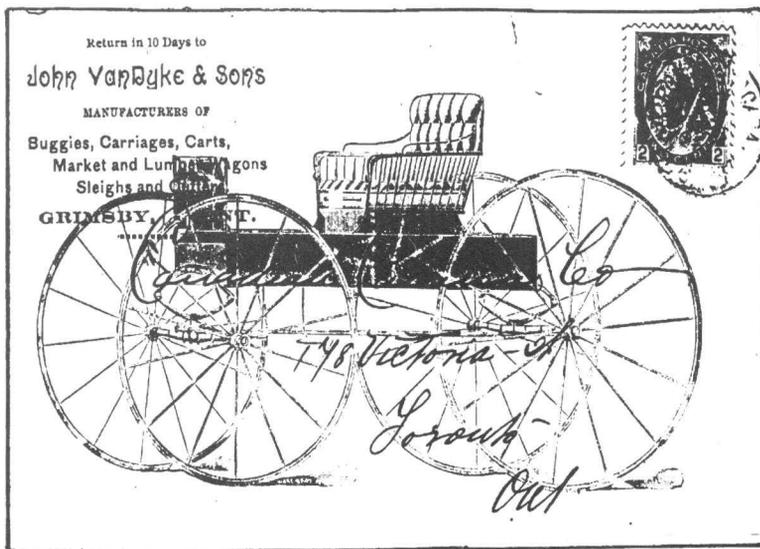
A Bloodless War

Matters were brought to a head in 1836 when the ambitious citizens of the flourishing little seaport of St. Andrews on the Bay of Fundy secured the support of Sir Archibald Campbell and the Colonial Secretary, Lord Glenelg, for a railway project that would link St. Andrews with Quebec City. The survey of a possible route was undertaken by a Captain Yule of the Royal Engineers who firmly believed in the proposition that the shortest distance between two points was a straight line. He also believed that the route which he proposed from Levis (opposite Quebec) to St. Andrews ran entirely through British territory. He was quickly disabused. Immediately the details of his survey became known the American press raised such a clamour that in 1837, the United States entered an official protest. As a result the British Government withdrew its support for the scheme and the railway project was abandoned. This American "Victory" went to the heads of a band of lumbermen in the vicinity of the Aroostook River, a tributary of the St. John. They raided some New Brunswick farmsteads, evicted their tenants and put their poor, wooden shacks to the torch. This bloodless war, for such it was if a few bleeding noses are discounted, has gone down in history as the Aroostook War; but it was sufficiently serious to persuade both the British and American governments that the time had come to settle the issue of the disputed territory once and for all. The resulting Ashburton-Webster Treaty of 1842, much to the disgust of French Canadians and New Brunswickers, awarded huge tracts of "their" valuable forest land to the State of Maine, especially to the north of the St. John River where it flows westwards from Edmundston for some forty miles before turning south and losing itself eventually in the foothills of the Appalachian Mountains.

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It is at Edmundston, at the junction of the Madawaska and St. John Rivers that the latter turns westward, and for some forty miles winds its way until it meets the St. Francis River. It is here in the extreme northwest of New Brunswick that both rivers form the boundary with Maine. Thus it is that the small peninsula of territory bounded by the Madawaska and St. Francis Rivers on the east and west respectively, and the St. John River to the south lies within New Brunswick before it widens out to embrace the huge wedge of heavily forested land between the St. John River and the Baie des Chaleurs.

French Canadians Snubbed

Both historically and geographically most of northern New Brunswick could rightfully claim to be a part of the Province of Quebec. Most of the original inhabitants were Acadians, or their descendants, most of the villages, rivers and lakes have names of French derivation and most of the small settlements have predominantly French-speaking inhabitants. But there was no thought of pleasing French-Canadians when the Province of New Brunswick was formed in 1784 any more than Lord Ashburton and Daniel Webster thought of them in 1842. For that matter there was no thought of pleasing them when in 1856 the French place name of *Pétit Sault* (Little Falls) was changed to Edmundston, in honour of Sir Edmund Head, the Governor-General of New Brunswick.

Despite the fact that Edmundston was, apart from Fredericton and Saint John, the largest community on the St. John River, it was not until 1878 that its citizens first heard the whistle of a steam locomotive. In that year the New Brunswick Railway completed its line from Woodstock via the Provincial Capital, Fredericton, thus providing connection with Saint John, St. Andrews and St. Stephen on the Bay of Fundy. Another 13 years were to elapse, however, before, with the opening of the Temiscouata Railway on January, 1890, between Edmundston and *Rivière du Loup* on the south shore of the St. Lawrence, that the former had a direct rail connection with the Province of Quebec. In the following year the Temiscouata Railway completed its branch line along the north bank of the St. John River to Connors, a frontier settlement opposite St. John in Maine.

New Postmark

Although Connors, like other settlements on the middle reaches of the St. John River, both in New Brunswick and Maine, were only tiny villages the absence of good roads inevitably led the Dominion Post Office to establish railway post offices to serve their needs. Until 1904 the postmark (or postmarks) used to read TEMISCOUATA RY. M.C. (RR-152). In this year, however, a new postmark appears to have been

brought into use reading CONNORS & RIV. DU LOUP R.P.O. which remained in use until 1948 when railway post office services appear to have been abandoned. It is unlikely that, over a period of forty years, only one hammer was used; but in 1915, or thereabouts, possibly because one hammer was badly worn, or had been lost, a new one reading CONNERS & RIVIERE DU LOUP R.P.O. (MA-56) was brought into use. This too was used contemporaneously with the correctly spelt hammer (MA-57) referred to above. Thus, over a period of at least 33 years, the wrongly-spelt postmark continued to be applied to mail, either because it escaped notice or, more probably, because the expense of supplying a new hammer was not considered to be warranted. This also probably applies to a postmark used at least between the years 1903 and 1909 when the railway post office operating between McAdam and Edmundston used a hammer reading McADAM & EDMUNSTON R.P.O. (MA-157).

Reference has already been made to the predominantly French-speaking inhabitants of northern New Brunswick; but it is not to be supposed that there were not, and are not, other elements in the population. Some are of native Quebecois origin, as opposed to true Acadians; others are of Indian descent, or English, American or Irish. The place name Connors obviously has Irish connotations, and it may be that one of the original settlers was one O'Connor, or the less common Connor, after whom the little village was named. Certainly many Irish immigrants in search of free land settled in northern New Brunswick, as elsewhere in North America, during the first half of the nineteenth century. Unlike Edmundston, however, there is certainly no assurance about this. As Mrs. Page said in 'The Merry Wives of Windsor': "I cannot tell what the dickens his name is.!"

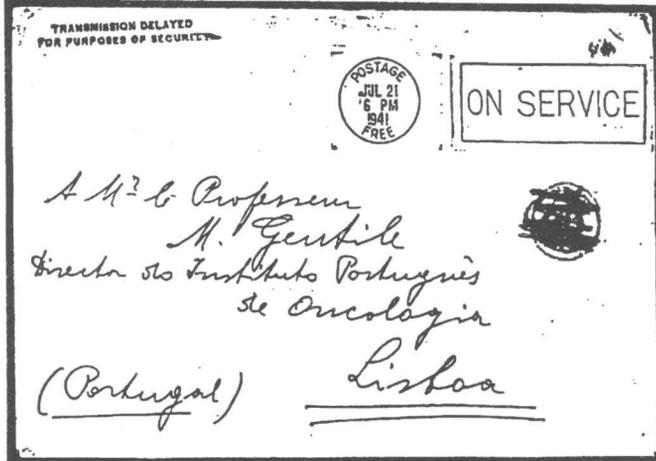
MILITARY MAIL

A sub group of the BNAPS Canadian Military Mail Study Group has been formed to study and report their findings, on the subject of Canadian Blackout Cancellations. Members are Ken Barlow, Ron Leith, Bill Thorne and Herb Williams. Two meetings have already been held and are scheduled to be held monthly. Already an extensive topic breakdown has been prepared, and a file with bibliography of all articles on the subject is well under way. Short preliminary articles are being prepared for publication to stimulate interest and to start a feed back process of much wanted data. The assistance of others interested in this topic would be greatly appreciated. Correspondence is invited, to be addressed to: Ken Barlow, 1055 Ottawa Ave, West Vancouver BC V7S 2J2.

A CANADIAN BLACKOUT PRECURSOR

Bill Thorne

Have you a Canadian wartime cover like the one shown below. Every collector of Canadian Blackout markings should include this as a precursor since it is an obvious non-information strike, possible from Halifax.



H.E. Guertin describes this as a city type electric canceller " ... the most efficient from the point of view of concealing the origin of the letter. It occurred most often on mail from the armed forces and was often accompanied by the handstamp TRANSMISSION DELAYED FOR PURPOSES OF SECURITY." His earliest recorded date was 24 November, 1941 and this cover predates this by four months (21 July, 1941). Guertin also said that this cancellation was only seen on mail from service personnel on the East coast. The cover shown has no return address to confirm his observations. What is most unusual is the cover destination. It is addressed to Professor Gentil of the Portuguese Institute of Medical Science in Lisbon. Note the postage due marking has been crossed out and apparently no dues fee was raised. The reverse has a British #C-63 censor tape showing the routing via England.

The cancellation also has a place in a Free Franking collection as well as a Slogan collection. The author is interested in any information about this marking, particularly related to the blackout use. Members interested in blackout cancellations or who have any further information on the marking discussed, are urged to write to Ken Barlow, 1055 Ave.; W Vancouver, B.C. Canada, V7S 2J2.

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LETTERS TO THE EDITOR

Leonard Harris

SLOGAN STUDY CIRCLE

Great strides have been made in the study of this branch of Canadian philately by the publication of 'Slogan Postal Markings of Canada in the Classic Early Period from 1912-1919' edited by Daniel G. Rosenblat; a presentation of the Slogan Study Group of BNAPS and to which our own Study Circle is closely linked. Dan has now intimated that he wishes to continue from 1920 - 1927 to complete the 'Admiral Era', and has asked our help in this venture by checking the validity of the multitude of slogan strikes which abound over this period. Will any member interested and enthusiastic enough to help please write to me and I will forward the necessary sheets for verification. Leonard Harris, Bowcot Rise, Bowcot Hill, Headley, Bordon, Hants, GU35 8DE.

The Yellow Peril

Book Review, "The Canadian Map Stamp of 1898"
by W.L. Bradley (M.L. Jan 1990)

A.S.M.'s innocent remark that 'All those who had written on various aspects on the Map Stamp in the past are acknowledged' etc. has inspired me to comment on this review.

This 'monumental work' is marred by a serious short-coming. On page 38, Mr. Bradley states, "In any case, there is no recorded instance of anyone ever having found Map Stamps printed from Plate 4." While this very misleading statement is ridiculously true, simply because Plate 4 was never used to print stamps, it has resulted in at least two other erroneous literature reviews. One, Mr. Mike Street's "The final brief chapter proves, apparently for the first time in print, that there was a Plate 4 of the Map Stamp" (BNA Topics-Vol. 46, No 5); and the second, Mr. Tony Shaman's "the author waits until the closing chapters before he discloses, for the first time ever, the existence of a Plate 4" (Canadian Stamp News, January 2, 1990).

The facts are: Plate 4 was reported and illustrated by me in the August 1985 issue of Maple Leaves (pages 328-9). As the 1984/85 CPS GB membership handbook lists Whitney L. Bradley and Mike H. Street and probably "A.S.M." as members, these gentlemen are certain to have received a copy of 'Maple Leaves' containing my report.

It is likely that Bradley just failed to express himself clearly - leading to subsequent misunderstanding. However, I would like to see some acknowledgement of the problem.

Whit Bradley

SQUARED CIRCLES ON MAP STAMPS

I really ought to buy a lottery ticket when I consider the odds on the following set of circumstances! I'm always on the lookout for squared circles on Map Stamps, particularly Halifax, with various time marks, for a calendar collection. Recently I aquired a few at auction and when cleaning them for plating and mounting, I noticed that on one the date etc. was the same as on a stamp already on the page: time mark 2, Fe3, '99.

I had already plated the copy as one having a major re-entry i.e. position 17 on black plate 2, with red plate A. This caused me to glance at the plating information on the one already in the album - I couldn't believe my eyes - the same plate position 17 on black plate 2, red plate A - the major re-entry again!

One wonders what combination of circumstances contrived to bring these two stamps together on that album page after 90 years; where had they been in the intervening period?

THE EXCHANGE PACKET

Following the resuscitation of the exchange packet, Reg Lyon reports that he has received £4122 of material from 35 members which has been made up into 31 circuits and 7 covermart lists last year and 5 further circuits this year. From this material, £2778 worth has been sold.

One or two packets went astray last year and recipient members are reminded that a certificate of posting should be obtained and forwarded to Reg with payment, otherwise we cannot claim under our insurance policy.

The initial influx of material following the revival of the packet was good but, perhaps inevitably, the flow has slowed down. The packet can only flourish if members maintain their contribution of material, so please let Reg have some booklets of your unwanted stamps or a batch of covers. A number of members were disappointed when the packet was suspended but it can only be maintained by members. Reg Lyon is doing his bit, how about you?

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