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CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN

Maple Leaves

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MAPLE LEAVES

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Whole No. 240

EDITORIAL

With this issue we bring to a close volume 22 of 'Maple Leaves', an unbroken run of 46 years of publishing. An index is being prepared.

Whilst the Editor always offers his thanks to contributors as part of his annual report, it is worth reminding ourselves of the debt we owe to the relatively small proportion of our members who take the trouble to commit their research, their observations, even their yearnings, to print. Without them the Society would be very much the poorer. Most editors of journals such as ours have a recurring nightmare involving an empty in-tray and the arrival of the printers' deadline; happily this has not yet translated into reality in the case of 'Maple Leaves', though there has been the occasional close call.

Print costs continue to rise and, with them comes the almost inevitable increase in subscriptions, mercifully only 50p this year. We like to feel our members get value for money in their journal and can proudly point to a record total of 432 pages for volume 22. This compares to 386 pages in volume 21 and 344 in volume 20. The only time the 350 mark had previously been breached was with volume 15 when, with six issues a year, we published 356 pages.

MAP STAMP - PROOFS OF COLONIES AND OCEANS. by Fred Fawn

When studying proofs of the Map stamp, whether die or plate proofs, the black engraved part is certainly ubiquitous. Plate proofs can be found in a variety of single or two and three-colour combinations: engraved (black), engraved plus carmine, engraved plus ocean-colour and full three-colour ones (colour trials).

Die proofs are very rarely seen; however, occasionally some of the plate proofs do appear at auctions.

Having yet to see working proofs of either the carmine or the ocean colour part, I tried, unsuccessfully, to find either samples or references at the Canadian Postal Archives, Ottawa.

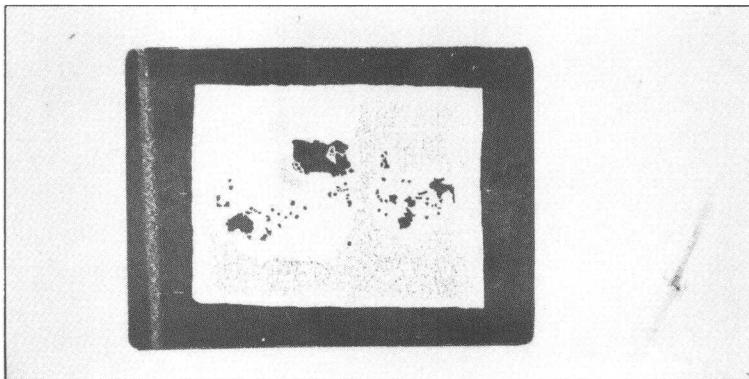


Fig.1 - Colonies

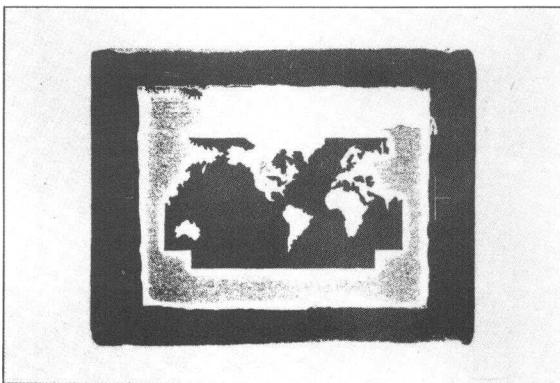


Fig.2 - Oceans

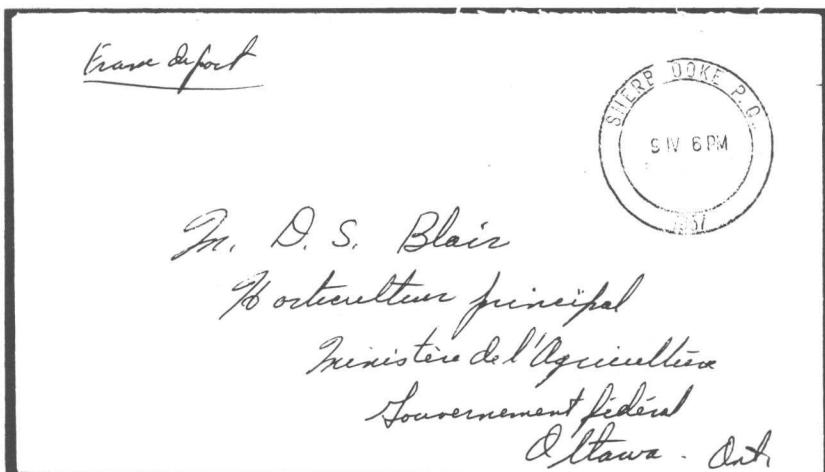
It is rewarding to see that these proofs do exist, (Fig. 1 and Fig. 2), thus offering an insight into the actual production of the stamp almost one hundred years ago.

ROLL OUT THE BARRELS

by J. Colin Campbell

Collecting Canada's short lived barrel cancels of 1955 to 1962 can be a 'barrel of fun'.

The current Maple Leaves members' handbook now lists them under 'Collecting Interests' while the Postal History Society of Canada sponsors a Barrel Rollers Study Group headed up by Dr. R.C. Smith of Ottawa.



Unusual use for a barrel cancellation

To bring attention to barrel collecting the illustration shows one of the several 'out of the ordinary' uses of this style of cancel in the form of a FREE FRANK. The Canada Official Postal Guide of 1959, pages 88 and 89 advises:

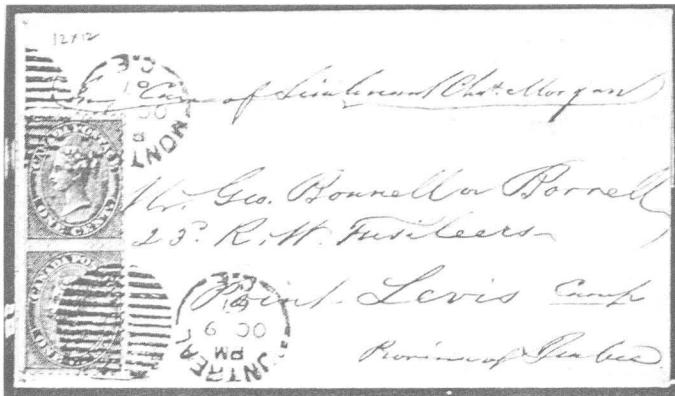
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Very few FREE FRANK barrels have been reported.

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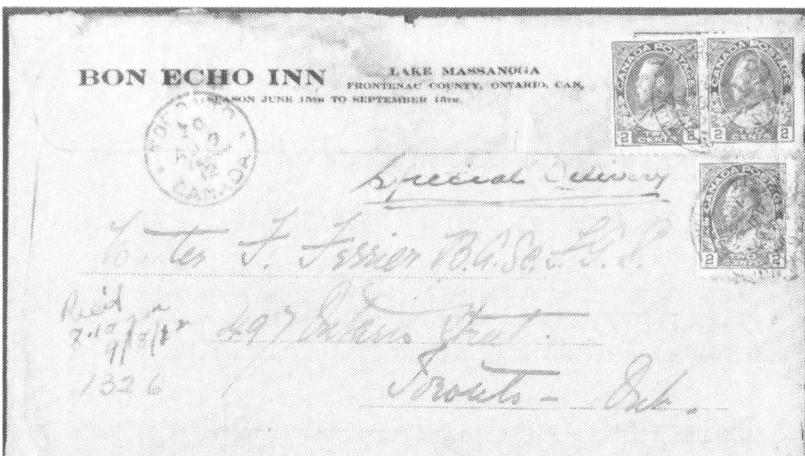
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THE CANADIAN ROCK OF GIBRALTAR By The Yellow Peril Photo by Canadian Stamp News

In 1899, a dentist from Cleveland, Ohio, Dr. Weston A. Price and his wife were captivated by the beauty of Mazinaw Rock in Eastern Ontario. They bought it and the adjacent lands and constructed on this property a handsome hotel which they called 'Bon Echo' because of the acoustical qualities of the giant rock towering over Mazinaw Lake.



Bon Echo Inn, Lake Massanoga advertising cover. The present name 'Mazinaw' Lake is believed to be a derivative of the Iroquois Indian word 'Massanoga' or 'Mishinog' meaning meeting place. The Algonkian word 'Mazinaw' however, means book, writing, or picture, 'Mu-zu-nu-hi-gun'.

After some successful years at the expensive resort, Dr. Price, because of a personal tragedy, sold Bon Echo to Flora MacDonald Denison, a successful Toronto business woman and vocal advocate of women's rights, who wrote on women and labour for the newspapers. Together with other feminists, she established the Canadian Suffrage Association and campaigned on behalf of justice for women until her death in 1921. Apart from these activities, Mrs. Denison founded the Bon Echo Walt Whitman Society in honour of the famous poet. Devotees of his work, including Whitman's literary executor, Horace Traubel, who died at Bon Echo in 1919, frequently lectured there. Lines from Whitman's best known work 'Leaves of Grass', a complete account of human experience, were incised in letters a foot high on the cliff face opposite the hotel:



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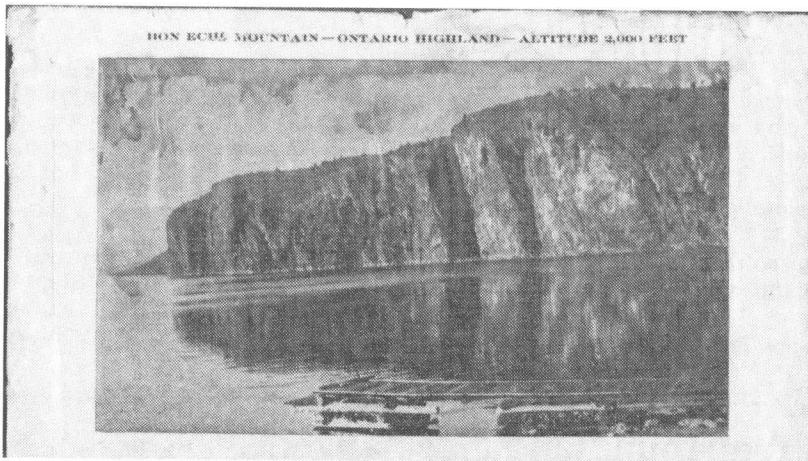
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Following her death, her son, the late Merrill Denison, took over the hotel which unfortunately did not prosper as the depression limited the number of people who could afford Bon Echo holidays. He was obliged to rent the property to the owners of a boys' camp and to a beer company. Late in 1936 the resort was destroyed by fire.



Bon Echo Mountain on the back of the above cover. Along its base is the largest collection of Indian picto-graphs of rock paintings in North America, as well as the 17 feet high Walt Whitman memorial.

Mazinaw Rock, one of the most imposing natural phenomena in Ontario, is mainly the result of what geologists call 'faulting'. A billion years ago the rock, like much of the surface of the earth, was molten. As it slowly solidified, internal heat and pressure resulted in the rock's becoming banded. Later, 'tilting' and 'faulting' occurred; i.e., pressure forced it up at an angle and, during a series of earthquakes, the east side of the rock rose while the west side sank. These processes are responsible for the rock's striking appearance today. Mazinaw Lake, with its sand beaches and shallow shoreline, is 880 feet above sea level and the rock rises approximately 375 feet higher still, to an altitude of 1255 feet, rather than the 2000 feet cited erroneously on the cover. Today most people refer to this extraordinary geological feature as 'Bon Echo Rock' or just 'The Rock'. It has even been called, 'The Canadian Rock of Gibraltar'.

Anyone visiting the Toronto-Ottawa area is recommended to visit Bon Echo Provincial Park, located between Toronto and Ottawa (Toronto-Bon Echo approx 270 km/Ottawa-Bon Echo 200 km), where excellent hiking, fishing, canoeing and swimming may be enjoyed. Visitors' services and camping facilities are second to none. The museum at nearby Cloyne and the Bon Echo Villa are also worth seeing. In the summer of '91, a post card depicting The Rock was available only at the Villa.

Reference:

'Leaves of Grass', lines 419 to 421, first edition 1855.

Walt Whitman, 1819 to 1892, a great American poet who celebrated life, freedom, democracy and the individual, was a tourist in Canada when he visited a close friend, Dr. Richard Maurice Bucks, head of the mental asylum in London, Ontario, in the summer of 1880. The poet, known for his magnetic personality and desire for a personal relationship with his readers, had a following in the United States and Canada.

Acknowledgment: Much of the above information was provided by Mr. Gary Sharman, Assistant Superintendent of Bon Echo Provincial Park.

Editor's note: The United States issued a stamp in 1940 to honour Walt Whitman.

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FIFTY YEARS AGO - October 1942. by Kim Dodwell

No. 1 Squadron of the RCAF arrived in England with its own Hurricane fighters in June 1940, just in time for the Battle of Britain. It was the forerunner of Canadian participation in the air and was to prove of inestimable value. By mid 1944 RCAF Squadrons were providing most of the strength of No. 83 Group, the tactical arm of the 2nd Army in Western Europe in 1944-5; No. 6 Group, RCAF, had already become one of the most effective elements in Bomber Command's offensive. In addition, RCAF squadrons played a vital role in the Battle of the Atlantic, in Transport Command, and elsewhere. They were supported by many thousands of Canadian ground crew, including some women of the RCAF (Women's Division) the equivalent of the British WAAFs.

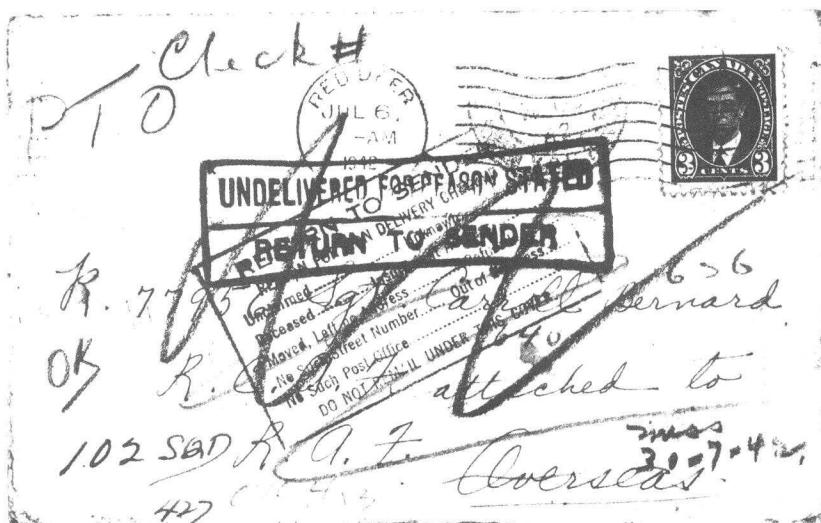
When a Canadian joined the RCAF in World War II, and volunteered for overseas service, he could have been posted after training to either a RCAF Squadron, or the RAF; early in the war the majority went to the latter. This was particularly the case with air crew, but many ground crew also found themselves in the RAF, so that, by the end of 1943, 60% of these volunteers were in the RAF. As more and more RCAF Squadrons came into being many personnel who had been 'RCAF (Attached RAF)' were transferred to the RCAF, but a still considerable number remained with the RAF right up to the war's end. Their contribution to the RAF was immense, and there was hardly an operation of any importance carried out by the RAF during World War II that did not have significant RCAF (Attached RAF) participation.

A collection of RCAF material can be formed in several ways. One based on the RCAF Squadrons is an obvious choice. The original numbering of the RCAF Squadrons in Britain was reorganised in early 1941, numbers 400 to 449 being allocated (the Australians carried on from 450), but Squadrons remaining in Canada retained their original numbers. The only RCAF Squadrons in Europe to remain outside the '400 block' (as Canadian collectors call it) were three Air Observation Squadrons, Nos. 664, 665 and 666. A tidy and finite collection of one cover from each squadron in the 400 block can be expanded to illustrate the various moves and operations in which each squadron was involved. Squadron histories are well documented, and writing-up is easy.

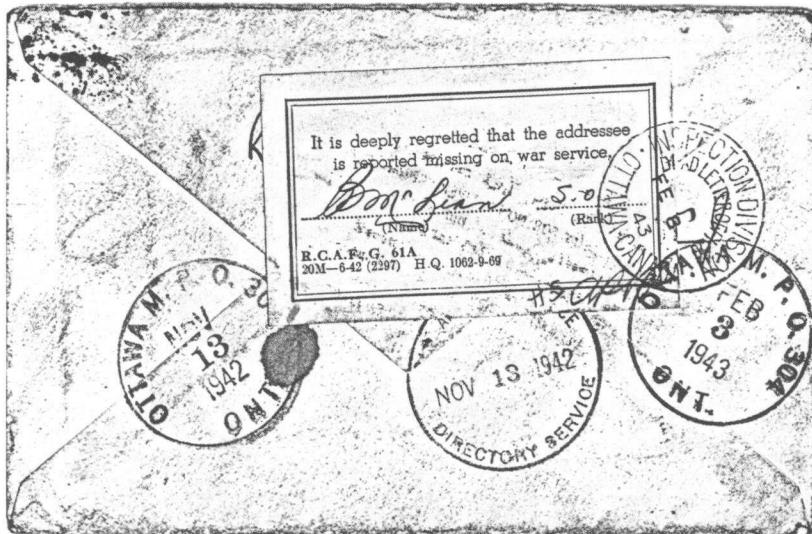
Another form of collection that also has its adherents is one based on the Field Post Offices that served the RCAF while overseas, and for this Bailey & Toop's 'The Canadian Military Posts - Vol. 2' is an invaluable help.

A third possibility is a collection of the many different Orderly Room handstamps, with considerable variation in format and wording, that were used by RCAF Squadrons to authenticate outgoing mail for concession rate postage. I can find no published work on these, so here is some unbroken ground for an aspiring pioneer.

I have left the subject of Canadians in the RAF to the last. Certainly a most interesting collection can be made, so many Canadians served in so many different units of the RAF, in many capacities, in many far-away places, that a collection giving full coverage would be vast, open-ended with no finite boundaries. A daunting task, but there is one significant advantage for the U.K.-based collector; it is the length of time these men spent in Britain, and the contacts that they made with the 'natives'. Much mail was written by Canadians to Britons, not only to girl friends, and fresh material surfaces from time to time with dealers and at auctions.



A sad result of the RCAF's heavy involvement was the number of casualties suffered. Starting with the 20 Canadian fighter pilots who gave their lives fighting with 'The Few' in the summer of 1940, the total rose inexorably. Fighter Command lost many, but it was the bombers that bore the brunt (No. 6 Group alone lost 3,500 air crew in 2½ years), and by the end the total RCAF losses were over 10,000, of whom 6,500 were serving with the RAF. It follows that sooner or later a collector of RCAF material will come across a returned cover, marked 'MISSING',



'POW', or 'REPORTED KILLED'. It may be thought macabre, almost ghoulish, to collect such material, but I feel that, provided the cover is respectfully and accurately written up, it keeps alive the memory of those who sacrificed so much, enabling us to collect in peace.

Fifty years ago, between its date of posting on 6 July, 1942, and its return to the sender in February, 1943, this cover appears to have been in some sort of limbo, while the fate of the unfortunate addressee was awaiting confirmation. After the original manuscript 'Miss (missing) 30.7.42' there are two 'O.K.s', and redirections to two squadrons, including 427 Sqdn, RCAF, which was not formed until 7 November, 1942, flying Wellington bombers. One possibility is that Sgt. Carroll managed to get back after being shot down the first time, but before this letter could catch up with him he was shot down again, and this time did not return.

REPORT FROM THE REGIONS

The South West Group resumed its annual meetings at the Bristol Federation Convention in August when, at an informal gathering, members showed sheets from their collection. We were pleased to have new member Colin Lewis join in the fun and to welcome a visitor to the meeting.



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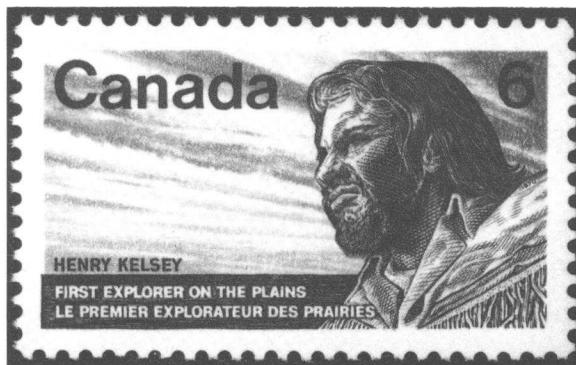
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THE PEOPLE ON THE STAMPS - HENRY KELSEY by Alan Salmon

*Because I was alone and no friend could find
And once yt in my travels I was left behind
Which struck fear and terror into me
But still I was resolved this same Country for to see.*
Henry Kelsey his Book

Only in this century has much of the story of Henry Kelsey's major expedition been known; his book describing it was discovered in Northern Ireland in 1926. He was the first European to see the great plains of western Canada, thick with herds of buffalo and populated by numerous Indians who had never seen a white man. The 300th anniversary of his birth was commemorated by the issue in Canada of the striking, multi-coloured 6c stamp of 1970 (SG 654, SS 512).



The Bay of Troubles

Around the end of the 17th century Hudson Bay was in a state of turmoil. In 1682 Louis XIV granted a charter to La Compagnie de la Baie d'Hudson, to be direct competition with the HBC. From then on there were armed clashes between the servants of the two companies; Radisson and Groseilliers (SG 1233, SS 1128) playing a prominent part on both sides, as was their wont. In 1686 things became more serious, an expedition of 100 soldiers and voyageurs struggled, 500 miles, from Montreal to occupy the posts at the southern end of the Bay: Moose Factory, Albany and Charles Fort. York Factory, a further 650 miles to the northwest was too remote to be taken in that campaign. Amongst the leaders of this force was a Pierre d'Iberville, who was probably the best fighting soldier/sailor that, dare I say it, Canada has ever had. In

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1688 the HBC sent out a task force to build a new post at Albany; though outnumbered, d'Iberville managed to overcome this new threat, seizing the new fort and three ships. Whilst all this was happening England and France were at peace, the militancy arose from the fur traders of Montreal and their government in Quebec; both disturbed by the trading invasion of Canada from the north.

Certainly the French had the best of these actions; the HBC men on the Bay and the Company in London seemed to have no real heart for the fight for their place on the Bay, the French were battle-hardened after 80 years of war with the Iroquois. Also the French used regular soldiers, no English soldier fought on the Bay. In 1689 war did break out between France and England. The HBC eventually, in 1693, recaptured Albany Fort; four ships were in the attack, it was found that the fort was guarded by five Frenchmen! Moose Factory and Charles Fort were abandoned by the French. The next year York was captured by d'Iberville from the sea; he renamed it Fort Bourbon. In 1696 two Royal Navy frigates recaptured it - the Indians coming to trade must have been thoroughly confused by this time, hopefully the reader is not. The HBC, as might be expected, was in financial trouble, from 1692 no dividend was issued for 28 years.

Still the see-saw continued; another French fleet was dispatched, it occupied York Factory in 1697 after a fight in which d'Iberville, with one ship, sank a Royal Navy man-o'-war, captured an HBC ship and put another to flight before his own ship sank. Again the situation changed rapidly, that month peace was declared between France and England, the HBC was left with only Albany. By 1702 it was war in Europe again; the situation of the Company was perilous, Albany received no ship, and thus no trading goods, in both 1703 and 1704. The HBC Governor there, Anthony Beale, reported to London in 1706: "The whole number of men and boys that continues in the country is but twenty-seven which God knows is but a few to defend your country...". Albany was attacked by 100 French and Indians from Montreal in 1709, but the defenders were alerted and the attackers driven off. The war continued until 1713, when the Treaty of Utrecht restored all Rupertsland to the HBC - perhaps the policy of retaining British regulars in Europe was correct! The Bay was then at peace for almost 70 years.

A Lad Arrives

During this maelstrom a young man, named Henry Kelsey, arrived. He was born in London, England about 1670; his birth-date is uncertain, it may have been as early as 1667 but not later than 1670. His parentage is also lost in the mists of history, but his most likely parents lived in Greenwich and were well-to-do. He became an HBC apprentice in 1684

and arrived in York that year. He was then to spend only three years away from the Bay, in nearly 40 years of service to the HBC.

Just a few weeks after his arrival York was captured by the French, they stayed only one winter; what happened to Kelsey is unknown. We next meet him in the winter of 1688-89 when he carried mail, when Indians had failed, from York to Severn; the round trip took a month. Kelsey was accompanied by a Cree boy, he had an affinity with the Indians and learnt to speak Cree fluently. He also enjoyed travelling, he became as good at it as the Indians. The HBC committee in London were aware of his abilities, noting he was "a very active Lad Delighting much in Indians Compa., being never better pleased than when he is Travelling amongst them."

The same dispatch required him to join a ship-borne team to the Churchill River, that summer, to get the northern Indians to trade. A fort was built at Churchill, but the ship had great difficulty coasting north because of the ice. Kelsey suggested that he, and his Cree companion of the winter trip should go ashore and try to journey on land to the Dogrib. They landed about 90 miles north of Churchill and then travelled 140 miles further north, keeping near the coast. They met no one and the going was hard; the Indian lad was more a hindrance than a help, being scared of meeting other Indians. A disappointed Kelsey trekked back to Churchill. The next summer, 1690, he was sent inland from York "to call, encourage and invite, the remoter Indians to a Trade with us."

His Great Journey

He took with him samples of goods which were normally available at the Bay, including guns, tobacco, kettles and a lace coat. Another objective was to ensure peace amongst the Indians - Indian wars being a hindrance to trade. He set out in June from York up the Hayes River, with a heavy heart according to his book. His exact route is then uncertain; on 10 July he was at a place he called Deerings Point, after Sir Edward Dering, a deputy governor of the HBC. The prologue to his book is in verse, but he was no poet; presumably the effort was to amuse himself, he had travelled a long way, he estimated 600 miles.

*Through Rivers wch run strong with falls
Thirty three Carriages (portages) five lakes in all.*

He was with the Crees; probably on the Saskatchewan River, near the present The Pas. He appears to have wintered there, then he sent a report with the Crees on their annual visit to York. Further supplies were sent to him; in July 1691 Kelsey went further west, travelling 585 miles according to his estimate. He met the Assiniboine Indians, and

recorded descriptions of buffalo and grizzly bear; the first time a grizzly had seen a white man. He was now probably in the region of the Touchwood Hills. He then found the tribe he had been seeking, the 'Naywatame Poets', who were probably the Blackfoot group. He tried to make peace between them and the Assiniboines, so that the Naywatame could come to the Bay, but in this he failed. Nevertheless he returned to York with a much larger number of Indians than usual; he had been away two years.

His was a major journey of exploration; perhaps it would be better described as pathfinding. He travelled with the Indians who knew where they were going; this was one of his major attributes, his ability to relate with the Indians. It was certainly a brave venture. Its effect on the trade of the HBC is uncertain; the occupations of Fort York by the French in 1694 and 1697 must have diminished the effect. The Company did little in the next 50 years to follow up the initiative, its men stayed on the Bay waiting for the Indians to come to them. Kelsey was given a gratuity of £30 for his efforts; his pay in 1690 was £15 a year.

Service to the Company

After wintering at York Kelsey returned to England after nine years on the Bay; he re-enlisted with the HBC and was back in York in August 1694. D'Iberville attacked the fort in September, Kelsey was given the job of negotiating the surrender; he was shipped to France with the rest of the occupants in the spring of 1695. He was back in London by the winter of 1695/96 and signed on again with the HBC; all wages had ceased the day the fort was surrendered. He sailed to the Bay with the fleet that recovered York in 1696, his appointment placed him third in command there. Events repeated themselves almost exactly - in 1697 d'Iberville attacked and Kelsey was given the job of negotiating the surrender. The prisoners were sent to France and Kelsey was back in London by the end of the year.

Albany was the one remaining HBC post, Kelsey was sent there in 1698. In 1701 he was made master of the *Knight*, a frigate that made annual voyages from Albany in the summer to East Main, there the crew wintered and returned with furs the next spring. He was now appointed chief trader at Albany earning £100 a year, a competent trader, traveller and mariner. He was also responsible for training; he produced an Indian dictionary which the HBC had printed so "that you may Better Instruct the young Ladds with you". He left Albany for London in 1712, in his old ship the *Knight*, to return in 1714 as deputy governor at York, which was to be surrendered by the French. He became governor at York in 1717 and was governor of the whole of the Bay in 1718, at £200 a year. He held this position for four years. In 1719

and 1721 he made voyages to the north to encourage the Inuit to trade at Churchill. In 1722 he was retired and died at Greenwich in 1724, aged about 54.

Henry Kelsey was a good servant, as trader and mariner, of the Hudson's Bay Company for nearly 40 years; rising from an apprenticeship to its highest overseas office. However, it is for his splendid pathfinding journey to the Canadian plains, into a great and unknown world, that his name will be remembered.

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CANADIAN RAILWAY POSTMARK ERRORS (Part 10)

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

"You see, but you do not observe, said Sherlock Holmes."

A. Conan Doyle

The construction of the Canadian Pacific Railway was the greatest civil engineering feat of the nineteenth century. Of that there is no doubt, not the slightest shadow of doubt. Of equal certainty is the fact that no other railway in the world has inspired so many historians to tell its story, not always unfortunately without occasional flights of fancy. It is not difficult to postulate why this should be so. Leaving aside the immense geophysical barriers that its engineers had to overcome in the Rockies and north of Lake Superior, account must also be taken of the primitive resources that they had at their disposal. In an age which lacked most of the mechanical aids that modern engineers can call upon, their almost exclusive reliance on man and horse power (plus the sometimes rather unsophisticated use of dynamite) undoubtedly explains why the C.P.R. held such pride of place in the hearts of Canadians until well into the present century.

In marked contrast to the momentous event encapsulated for all time in the photograph of the driving home of the last spike on the C.P.R., to which reference was made in my last article, is the obviously laid back attitude of those, both the humble and the exalted, who were present on that occasion. There is nothing in that uninspiring scene to suggest that the participants were aware that they were making history, and achieving immortality by posing for what is the most instantly recognisable photograph in the annals of Canada. On the contrary, a more solemn and unimpressive group of 'celebrants' is difficult to imagine. There were, however, reasons for this. Of the more humble sort gathered there, many would have been contemplating an uncertain future: hired men could be fired when their services were no longer required. This was no time for them to be throwing their hats in the air and cheering. Donald Smith had his own thoughts and worries to preoccupy him; no one more than he knew of the problems and difficulties which still lay ahead.

None of this, of course, was allowed to inhibit the gentlemen of the Canadian press. For five years they had marked the progress of construction almost mile by mile, and what they did not know they invented. With millions of avid readers scattered over a vast continent, and generally far removed from the scene of action, this was perhaps inevitable. Not for the first time, and certainly not for the last, the freedom of the Fourth Estate was exercised to the full.

A splendid flourish of journalistic licence, for example, led Donald Smith to discover that with a single sledge hammer stroke he had 'completed' the Canadian Pacific Railway! He must have smiled wryly at this when he read it a few days later in Port Moody, twelve miles from the intended Pacific terminus at Vancouver, which then rejoiced in the magnificently evocative name of Coal Harbour! Not to be outdone, and with a fine disregard for the stubborn facts of geography, other far seeing reporters stretched the railway 'from sea to sea'. Never mind that Montreal (or Quebec for that matter) was the better part of a thousand miles from the Atlantic. Indeed the resourcefulness of the Canadian Press knew no bounds. It was not every day that a top-hatted old gentleman in a frock coat took a stroll through the Rockies and just 'happened' to come across a group of railway navvies about to hammer home a length of rail. Much to his surprise, so the story went, he discovered that this was the last rail to be laid thus joining the eastward and westward bound tracks of the railway to which he had contributed so much. Never mind also that it was only just past nine o'clock on a cold and misty November morning in a virtual wilderness. How he prised the hammer from an astonished labourer's hand, and with a single blow drove the final spike home is now the stuff of 'history' or at least the kind of 'history' that newspaper reporters make, and none too fastidious historians copy. Just how a photographer also 'happened' to be about at the same time, and was thus able to record the event for posterity, was left to readers to puzzle out for themselves. After that, anyone who still thinks that the 'human interest' aspect of a newspaper report is something peculiar to today's tabloid press needs to have second thoughts.

Now before our editor reaches for his blue pencil I must cut this long story (or should it be 'tall' story) short. Far way from Craigellachie, in south eastern Quebec in fact, there were far-seeing men of a different ilk from those I have already mentioned. As early as 1870 a group of railway promoters had secured a charter to build a line from Lennoxville (near Sherbrooke) to Lake Megantic near the Quebec/Maine boundary. This 65 miles of line which rejoiced under the name of St Francis & Lake Megantic International Railway was opened for traffic in 1875 when talk, or rather argument and bitter political controversy about the long-proposed Canadian Pacific Railway, was at its height.

Quite clearly, like most other railways in the Eastern Townships of Quebec, any hope of its viability depended upon an American line that would provide an outlet on the Atlantic coast. Just how the C.P.R. (which reached Vancouver in 1886) extended its terminus at Montreal to Saint John, New Brunswick, by building, leasing, relocating and otherwise acquiring lines in southern Quebec and New Brunswick has

no place here. Suffice it to say that the St Francis & Lake Megantic International formed an essential link in a chain of lines which very quickly after their completion in 1889 became known as the C.P.R. 'short line'. Short, that is, because it cut across northern Maine to Vanceboro and from thence to Saint John, as opposed to the circuitous route that had been adopted by the Intercolonial Railway.

Needless to say, during the next 80 years, numerous railway post offices, apart from the Montreal & St John, operated over this 482 miles of line. one of these, which operated between Sherbrooke and Lake Megantic, between 1892 and 1919, and possibly longer, used a hammer reading SHER & LAKE MEGANTIE R.P.O. for at least five years. Almost certainly the Canadian post office did not replace the offending hammer, although undoubtedly it would have if a railway post office inspector had deemed it sufficiently important to do so. For that matter when, on 2 June 1889, the first C.P.R. passenger train reached Saint John, and the editor of the St John Daily Telegraph received a report that the Short Line was now a 'fixt fact' he did not bother to correct his subordinate's spelling either. This only demonstrates that clerical errors were not the sole preserve of the Canadian Post office!

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KINMEL PARK CAMP - MARCH 1919 by 'Mac' McConnell

Kinmel Park Camp has only one brief connection, in early 1919, with the Canadian Army and hence with the Canadian Postal Corps. During this time a tragic military event happened of which some postal evidence can be found.

Kinmel Park is a large tract of land just inland from the coastal resort of Rhyl in north Wales. It was selected, along with several others in the U.K. in March 1915, under the Defence of the Realm Act, as a site for a large training camp to accommodate Kitchener's New Army. Quite soon a camp post office was established complete with its own datestamping, sorting, distribution and despatch facilities.

By January 1919, two months after the Armistice, some 19,000 Canadian troops had been withdrawn from France and Germany and moved to Kinmel Park ready for repatriation. Kinmel was chosen because of its ease of access to the embarkation facilities at Liverpool.

The Canadian Postal Corps took over the postal facilities and added one handstamp of their own, a 29mm dia. temporary single ring skeleton dater with moveable type. It read REGISTERED at the top and KINMEL PARK at the bottom of the circle and in the centre above a single line date were the letters 'C.P.C.'

The normal KINMEL PARK CAMP B.O./RHYL double ring datestamp continued unaltered for letter mail.



Kinmel Park Camp Postmarks of the C.P.C. era.

A proposed outline for the repatriation of Canadian troops had been published (The Times, 8 Jan 1919) and then the plan proper (Times, 21 Jan) which envisaged a rapid return of the men for

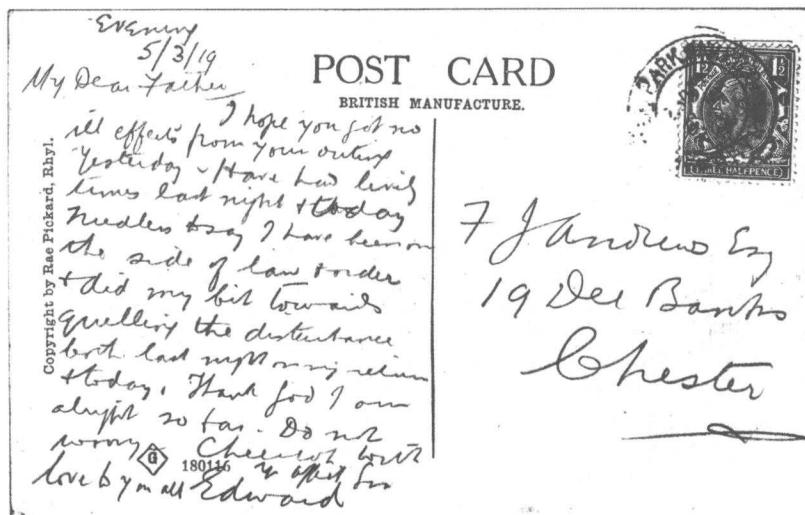
demobilization. This quickly ran into difficulties due to shipping shortages, a dock strike on the Mersey and ship's crews refusing to sail.

It was not until 3 March that troops of the 42nd Bn. Royal Highlanders of Montreal and the Royal Regiment of Halifax, 1686 in total, together with 400 others who had volunteered to serve in British units, left the Mersey on the White Star Liner 'Adriatic'. These were the first complete units to be repatriated to Canada.

Unrest

Feelings of frustration were growing amongst those at Kinmel who were not lucky enough to get away on the first draft. Kinmel Park Camp was arranged at this time not in battalions or fighting units but into areas corresponding to the Military Districts of Canada to which the men were to be returned for demobilization. The men were not retained in their original units but broken up and mixed as requested by the Canadian Authorities. The groups were run as separate camps and numbered accordingly.

On 4 March there were bouts of drinking and fighting in different parts of the camps.



The Mutiny Day card.

Drunken Riot

On 5 March Major C.W. McLean, officer in charge of Camp 20, heard of possible trouble in the camp at 10 am. At 2-30 pm a party of 100 men, some carrying red flags and a few rifles, came to the guardhouse. They were followed by a group of 2-300 others. The picket was turned out and Major McLean talked to the men. As he returned to the guardhouse to telephone HQ a shot was fired by the dissidents and Private Gillen (85th Can. Inf. Bn.) of the picket was killed.

Major Collier of Camp 19, hearing the commotion, called out his picket and went to the aid of Camp 20 picket. He found that many of the crowd were drunk and that the Sergeants' Mess and a brewer's dray had been ransacked.

Another soldier, Gunner Hickman (50th Howitzer Bn.) who had come from France as a casualty was also killed as were three of the dissidents. None other than Canadians were involved on either side.

The newspapers of the day initially exaggerated the story. The Times of 7 March, for instance, reported under headlines 'Riot in Canadian camp/12 killed, many injured/V.C. trampled to death'. This was retracted next day under 'The camp riot/full story' and reported that the trouble began amongst men of Military District No 7.

The men's complaints were of lack of homeward sailings, of shortage of blankets, coal and cooking arrangements (it was a very cold winter). Together with deadly outbreaks of 'flu these had caused low morale. The three dissident casualties were buried quietly on Saturday 8 March and Pte. Gillen and Gnr Hickman, both with full military honours, on Monday 10 March, in the churchyard at Bodelwyddan. There are other Canadian graves there also, mainly 'flu victims.

Three postcards in the writer's collection, each from a different soldier, illustrate the tragic episode and subsequent movements. The first is dated Evening 5/3/19 and says 'had a lively time last night and today. Needless to say I have been on the side of law and order and did my bit towards quelling the disturbance both last night on my return and today. Thank God that I am alright so far - do not worry'. The second is dated 21/3/19 and says 'Am leaving for home tomorrow, Saturday, on the Regina'; the third is dated 28/3/19 and says 'I'm leaving tomorrow morning for Canada'.

All the cards have the double ring KINMEL PARK CAMP B.O./RHYL postmark.



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RESEARCH SOURCES FOR POSTAL HISTORIANS

An Occasional Feature by R. B. Winmill

Following publication of a previous research note on the value of newspapers as a research tool for postal historians, an interesting letter arrived. It concerned two distinct and unrelated matters. The first question related to English language versions of Chinese postal history-related treaties and conventions. These are available if one knows where to look.

The second question was the one to prove intriguing. The writer correctly asserted it was possible to derive a great deal of useful material on the postal affairs of British Columbia and Vancouver's Island (the early spelling) from newspapers; however he wanted earlier and official word on the systems.

Vancouver's Island was created by Royal Charter, 13 January, 1849. The Colony of British Columbia was a direct consequence of the Fraser River gold rush in early 1858. An Enabling Act was given Royal Assent on 2 August, 1858.

Since the first newspaper on Vancouver's Island was published in 1858, obviously early accounts are not to be found. Moreover, representatives of the Press were barred from the Legislative Council on Vancouver's Island until 9 March, 1864. British Columbia finally permitted such coverage in January 1865.

Secondary sources are relatively few in number and some are relatively scarce works. Examples include Poole (1), Deaville (2) and Eaton/Wallace (3). Also useful are the various auction catalogues containing British Columbia material (4). Of course there are the two British Columbia Post Office Acts and the United States Postal Convention (5). A directory, dated 1860, exists and contains useful postal information as do the 1863 and 1868 versions; the Government Gazette is also useful. Revenue stamp collectors will find an endless array of material on the various Stamp Acts.

Having published an item on a humorous yet unfortunate incident which occurred in that system a short time earlier (6), one source that

**HAVE YOU ENROLLED ANY NEW
MEMBERS LATELY?**

immediately came to mind was the journals of the Colonial Legislatures. However these, in their original form, are available only in Victoria and in London, England. However, a little leg work soon revealed evidence that these had largely been transcribed and published by the Provincial Archives, as Memoirs II, III and IV, in 1918.

These volumes, long out of print, are scarce and access by most students would not be possible or, at least, would be difficult; Fortunately, for those interested, a comprehensive five-volume work was published (7), encompassing all the material found in the three original works and more. It is to be regretted that, contrary to popular belief, not all such proceedings are extant today. The Council Minutes for the period 26 June, 1861, until 3 February, 1862, are missing from the Archives. The second copy, filed with the Colonial Office, could not be located in the Public record Office.

With this one exception, these records are complete for the period in question. Fortunately for the postal historian this deficiency is not critical because the journals of the assembly are available and, from these, one can extrapolate with some degree of accuracy what was contained in the text of the missing material.

Various Acts of Parliament, proclamations and sundry other documents are included among the several hundred pages of text, which in some way are relevant to postal matters. Most useful to the student are the extensive and comprehensive indexes found at the end of each volume. These volumes represent a veritable gold mine to the student of B.C. postal history.

By no means do these sources exhaust the available material relating to early B.C.; however, they are adequate and will suffice to fulfil the requirements of most. There are excellent but obscure articles published late in the 19th century in the 'Victoria Colonist'. Moreover appropriate letters can be found in archival collections in both Victoria and London.

References:

1. B. Poole, 'The Postage Stamps of British Columbia and Vancouver's Island'
2. A.S.Deaville, 'The Colonial-Postal Systems and Postage Stamps of Vancouver Island and British Columbia 1849-71' King's Printer 1928; Archives of B.C., Memoir VIII; reprint by Quarterman.
3. D. Eaton and J.Wallace, 'The Stamps and Postal History of Vancouver Island and British Columbia', Vancouver, Agency Press 1988.
4. Many of the major 'name' sales, such as Jarrett, include showings of these stamps and the postal history; NB. J.N.Sissons, Toronto, 'The Marjory Harris

British Columbia' - 24 October 1962; Harmer's , San Francisco, Specialised Collection of B.C. and Vancouver Is. - 3 June, 1980; J.N.Sissons, Toronto, 'The Stuart Johnstone B.C. Covers' - 19 April, 1972; F.E. Eaton & Sons, Vancouver, 'The Gerald Wellburn Collection of Vancouver Is. and B.C.' 6 October, 1988.

5. See 'British Columbia, an Ordinance for Regulating the Postal Service' 14 May, 1864; 'British Columbia, an Ordinance to Assimilate the Law Regulating the Postal Service' - 2 April, 1867; 'Postal Convention between the United States of America and the Provinces of Vancouver's Island and British Columbia' - 9 June, 1870. All three documents can be found published individually and are available with other Colonial records in London. The 1864 Ordinance is reprinted in Deaville op.cit. The 1870 Convention is published in 'The Consolidated Treaty Series' and the United States Statutes at large. On more than one occasion, postal bills were introduced into the legislative process in Vancouver's Island but these never succeeded due to varied opposition and a reluctance to accept financial responsibility.
6. See R.B. Winmill, 'Drugs and Drink!' in the Postal History Society Journal, No. 69, 31 March, 1992.
7. J. Hendrickson (Ed.), 'Journals of the Colonial Legislatures of the Colonies of Vancouver Island and British Columbia 1851-1871', Victoria, Provincial Archives of British Columbia, 1980 (5 volumes).



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THE CROWNS ON THE 2 CENTS ADMIRALS

by Hans Reiche FCPS

After 81 years the Admirals still present certain challenges. The 2 cents red shows two crowns in the top left and right corners, similar to all the other denominations. The 2 cents shows that the right crown is, in practically all cases, much lighter in impression than the left crown. Collectors have suggested that this is due to an incomplete transfer. Since the majority show the feature this cannot be the answer.



A careful examination reveals that the individual pearls of the right crown are large and the surrounding line of each pearl is fine. The left crown shows the individual pearls small and the surrounding line of each pearl is strong. The left crown has one last pearl on the right side very small and squeezed. The right crown has this pearl large and round. The diamonds at the bottom of the crowns are somewhat round in the left one and diamond shaped in the right one. The base of the left crown is thick and the right one is thin. Other minor differences can be noted. Because of these differences the right crown appears always lighter in impression than the left, which shows less white area.

Footnote:

The 2c value was chosen as an example as it best illustrates the features. Other values have similar features but each is slightly different in design due to minor changes in the master die for each value.

LETTERS TO THE EDITOR

L.F. Gillam

CATHCART. ON.

When Jan and Ron Winmill's article on the modern usage of the broken circle postmarks was published in the June, 1986, issue of 'MAPLE LEAVES' I must confess that I did not pay much attention to it. Apart from a FRUITLAND broken circle, used as a transit postmark on the R.P.O. cover in the early 1900s, I could not recall any that were listed of whatever date.

However, upon re-reading their article recently I was struck by the name CATHCART, a village about 12 miles west of Brantford. It so happens that later in 1986, after reading a review of a book entitled 'A Particular Duty, the Canadian Rebellion, 1837-1838' by M. Mann and subsequently buying a copy from the publishers, Michael Russell Publishing Ltd., Salisbury, England, I found that it was largely based on recently discovered letters written at the time of the Rebellion by Lt.Col. George Cathcart, the C.O. of the Dragoon Guards then serving in Canada under the overall command of Sir John Colborne, then supreme commander of all the British Forces in North America.

The letters were written by George Cathcart to his father in England, and they not only throw an interesting light on the numerous battles and skirmishes with the 'Patriotes', but they also reveal that Canada's first steam railway, the Champlain & St. Lawrence, was used during the 1838 uprising to convey troops and artillery to St. Johns at the head of steam navigation on the Richelieu River. This is the first known use of a steam railway to carry armed forces into battle. Incidentally, Canada can claim another 'first': John Molson's ACCOMMODATION, the first steamboat to operate in Canada, also carried British troops from Quebec to Montreal in 1812 en route for Upper Canada at the outbreak of the 1812-1814 War with America.

All this is incidental to my main question, which perhaps members in Canada may be able to answer: was CATHCART named after Lord Cathcart, who was Governor General in 1846 and was George Cathcart later to be so honoured (and ennobled)? Possibly Lord Cathcart was his father; but I am unable to determine the truth because all my references at home and in my local library give no indication of Lord Cathcart's forename..

That such a small community should be named after such a big wig seems strange; but Cathcart is not a common name. The family is still extant in this country and I am 'pursuing my enquiries'. As they say: 'watch this space'.

John Walsh and John Butt

HELP WANTED

With continuing research into stamps of Newfoundland, for the Newfoundland Specialized Stamp Catalogue, we would like to receive information on the following subjects. Readers have written to us suggesting that this information, if known, would be beneficial.

We are looking for the numbers printed of the following stamps and the earliest date cancelled. Please forward a photostat of your cancelled cover or stamp. Information is requested of the 1868-75 Second Cents Issue; the 1876-79 Rouletted Issue; 1c Prince of Wales in its multiple colour shades, 2c Codfish, 3c blue, umber-brown Victoria, 10c Ship, 12c chestnut Victoria; the 1890 3c slate Victoria; the 1897 Royal Family Issue; 1908 Map Stamp and the 1905 Officially Sealed, as well as the 1873-1933 post cards.

With the John Guy Issues of 1910 and 1911 the numbers printed are requested. In the 1928 Publicity Issue the earliest date cancelled on the 28c General Post Office is sought. With the 1929 Re-engraved Publicity Issue the numbers printed are required with the date of issue of the 15c Flight being requested. The 1931 Publicity Issue requires numbers printed with the issue dates of the 1c-5c values being sought.

For the 1932 Resources Issue; 1933 Gilbert Issue; 1937 Long Coronation Issue; 1938 Royal Family; the 1939 Royal Visit and overprints; 30c Memorial College and overprint; 1939 Postage Due Issue and the 1943 7c Airmail Issue, the numbers printed would be of benefit if known.

This seems like a tall request for help, but with all those active Newfoundland stamp collectors, many of them unknown (to us), the information may cease to be hidden. Possibly employees and ex-employees of the printing firms may be able to find the requested information in company archive files that are not readily accessible to the average collector.

Editor's note: Please respond direct to the two Johns at 9 Guy Street, St. John's, Newfoundland, CANADA, A1B IP4.z

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