

New Brunswick Duplex Postmarks

by Jean-Guy Dalpé & Lawrence A. Walker

This second article on duplex postmarks is devoted to New Brunswick. In this province, according to Smythies¹, only seven towns used this type of cancellation device up to 1902: Fredericton, McGivney Junction, Moncton, Newcastle, Sackville, Saint John and St. Stephen. Between 1902 and 1908, Bathurst, Campbellton, Chipman, Grand Falls and Sussex followed suit. Since then, the use of duplex hammers has spread across the province, and at least 65 post offices have at one time or another resorted to the duplex cancelling device, B 11 being the most common type.

Street names were very seldom used in the duplex family. Montreal had a few and it is worth mentioning that Saint John might be the only other city having one of its streets cast in a steel duplex hammer: "Union Street". Also worth special mention is the error made in the spelling of McAdam Junction, where an "o" was used instead of a "c", making Junction. In all cases the province is designated by N.B. at the base of the dater, except for the

two hammers on which Union Street is added; on one of these a dot appears at the base, and the other shows "Union Street" there.

For a better understanding of the following list, readers are referred to the first article in this series². However, it is worth repeating that diameters in parentheses in the third column, and the data in the last two columns, are taken from material in the authors' collections, all the other data coming from the proof impression books.

Readers having information or material related to duplex cancellations are invited to correspond with the authors through the Editor of the Journal.

References

- ¹ Smythies, E. A. Canadian Duplex Cancellations of the Victorian Era, 1860-1902, Second Edition. Canadian Philatelic Society of Great Britain, 1963.
- ² Dalpé, J.-G. & L. A. Walker. PHSC Journal #30, p. 8, 1982.

	type	no. of bars	horizontal diameter	indicia	dates from proof impression books	period of use	indicia
BATH	B	11	23	AM	1914 10 14		
BATHURST	A	9	(23½)			1908	AM
BATHURST VILLAGE	B	11	23	AM	1913 03 03		
BLACKS HARBOUR	O	7	23	PM	1933 02 22		
BLACK'S HARBOUR	O	7	24	PM	1939 06 28	1939	AM
BUCTOUCHE	B	11	23¼	AM	1910 08 29	1938-54	PM
	R	7	23	PM	1957 10 02	1961-75	AM
BUTTE-D'OR	Q	7	23	?	1946 09 28		
CAMPBELLTON	A	9	(23)			1904	PM
	B	11	22 3/4	AM	1910 07 13	1914	PM
	B	11	23	PM	1919 08 16		

CARQUET	B 11	23	AM	1911 07 08		
CENTREVILLE	B 10	23	AM	1928 02 16		
CHATHAM	B 11	22½	PM	1919 06 06		
	N 7	23 3/4	AM	1937 06 03		
	Q 7	23	PM	1950 12 12	1964	PM
CHIPMAN	A 9	23	AM	1908 07 30		
	B 11	23½	AM	1923 01 26		
DALHOUSIE	B 11	22½	AM	1911 12 30		
	B 11	23	AM	1922 12 09		
DIEPPE	Q 7	23	PM	1946 05 31	1949	
DORCHESTER	B 11	23¼	PM	1921 02 09		
	Q 7	23	PM	1949 07 12	1954-68	blank, AM, PM
EAST FLORENCEVILLE	B 11	23 3/4	AM	1913 03 29	1931-61	blank, PM
EDMUNSTON	B 11	23	AM	1909 05 29		
	B 11	23	AM	1916 07 06		
	B 10	?	AM	1926 04 25		
	O 7	24½	PM	1939 12 13		
ELGIN	B 11	23½	AM	1922 11 02	1979	
FAIRVILLE	B 11	23¼	AM	1910 12 03		
	B 11	22 3/4	AM	1924 05 09	1924	PM
	B 11	23	AM	1925 06 05	1936	PM
	N 7	24 3/4	PM	1936 11 27	1937-43	AM, PM
FLORENCEVILLE	R 7	(23)	AM	1965 08 03	1967-69	blank, PM
FREDERICTON	A 9	(23)			1904-06	1, 15
	A 9	23	9	1908 05 23		
	B 11	22	AM	1911 12 09		
GRAND FALLS	A 9	22½	AM	1908 06 26		
	B 11	23½	PM	1910 04 23		
	N 7	23 3/4	PM	1936 05 20	1939-44	AM
	Q 7	23½	PM	1952 03 18		
HAMPTON STATION	R 7	23	PM	1954 09 24		
HARTLAND	B 11	23½	AM	1912 06 19	1916-17	blank
	B 10	23¼	AM	1927 03 23		
	N 7	23	AM	1930 12 13	1940-44	PM
	Q 7	22 3/4	PM	1949 09 14	1953-67	blank
HILLSBOROUGH	B 11	23½	AM	1909 09 29	1911	PM
INDIANTOWN	B 11	23	AM	1911 05 23		

LAMEQUE	Q	7	23	PM	1946 03 13		
LOGGIEVILLE	B	11	23 $\frac{3}{4}$	AM	1911 06 28		
	B	11	22 3/4	PM	1919 06 09		
LORNEVILLE	Q	7	23	PM	1946 03 06		
LOWER CAPE BALD	Q	7	24	PM	1952 02 22		
LOWER HAINESVILLE	Q	7	23	PM	1946 10 30		
McADAM	O	7	23	PM	1941 12 30		
	Q	7	23 $\frac{3}{4}$	PM	1952 03 18	1954-55	blank
	R	7	23 $\frac{3}{4}$	PM	1955 12 28	1963-79	blank
McADAM JUNOTION	B	11	23	AM	1917 04 05	1940	blank
MAGNETIC HILL	Q	7	23	PM	1946 07 11		
	R	7	?	PM	1965 08 04		
MAGUNDY LAKE	Q	7	23	PM	1946 08 22		
MAILLET	Q	7	23	PM	1945 10 11		
MEMRAMCOOK	B	11	23 3/4	PM	1920 03 15		
	B	11	24	PM	1920 04 02		
MILLTOWN	O	7	22	PM	1934 12 01		
MINTO	B	11	23 3/4	AM	1927 03 05	1937-40	blank
	S	7	23	PM	1952 11 20	1961-68	PM
MONCTON	B	11	23	AM	1916 08 02		
NEWCASTLE	A	9	(23)			1904-05	AM
	B	10	23 $\frac{3}{4}$	AM	1926 06 02		
	O	7	23	PM	1933 03 10	1938-39	
NORTH HEAD	B	11	23	AM	1924 08 29		
	Q	7	23 $\frac{3}{4}$	PM	1948 04 21	1963-65	PM
NORTON	B	11	24	AM	1918 03 06		
PERTH (2)	B	11	22 $\frac{1}{2}$	AM	1918 11 02		
	B	11	23 $\frac{1}{2}$	AM	1923 10 15		
	O	7	24 $\frac{1}{4}$	AM	1943 12 17	1955-67	PM
PLASTER ROCK	B	11	22 $\frac{1}{2}$	AM	1911 05 26		
	B	11	22 3/4	AM	1924 05 23		
PORT ELGIN	B	11	23	AM	1911 07 09		
	B	9	24	AM	1928 12 02		
	O	7	24	PM	1936 06 27		
PRIME	Q	7	(23)			1946	PM
RENFORTH	S	7	?	PM	1963 01 07		

REXTON	B 11	22 3/4	PM	1919 02 06		
	N 7	23	AM	1930 11 18	1935-38	AM
RICHIBUCTO	B 11	23 3/4	AM	1910 06 29		
ROTHESAY	R 7	23	PM	1955 07 08	1956-67	AM
ST. ANDREWS	B 11	22 1/4	AM	1911 11 25		
	B 11	23	AM	1924 10 16		
	O 7	25	PM	1938 04 06		
ST. GEORGE	B 11	23	PM	1913 01 28		
	B 11	23	AM	1913 02 13	1937	blank
	O 7	24	PM	1939 01 21		
ST. HENRI-DE-BARACHOIS	Q 7	23	PM	1946 04 19		
ST. JOHN N.B. (UNION STREET) dot at base	B 11	23	AM	1909 04 02		
SAINT JOHN N.B. UNION STREET at the base	B 10	22 3/4	AM	1926 04 29		
ST. LEONARD	B 11	23	AM	1925 07 03		
ST. LEONARD STATION	B 11	23	AM	1918 04 09		
ST. MARTINS	B 11	24	AM	1917 09 19	1941	AM
	Q 7	23	PM	1946 03 13	1963	AM
ST. STEPHEN	A 9	(23 1/4)			1908	blank
	B 11	23	AM	1909 11 19		
	B 11	23	AM	1923 09 03	1927	blank
	N 7	23	AM	1930 12 17		
SACKVILLE	A 9	(24)			1904-10	AM
	B 11	22 3/4	PM	1911 03 21		
	B 11	22	AM	1913 04 29		
	B 11	23 1/4	AM	1923 04 15	1925	blank
SHEDIAC	B 11	23	AM	1910 04 02		
	B 11	23 3/4	AM	1916 02 03	1923	PM
	B 9	23 1/4	AM	1927 11 26	1929-47	AM, PM
	R 7	23	PM	1955 04 28	1962-77	AM, PM
SUSSEX	A 9	(23)			1907-11	PM
	B 11	23	AM	1913 05 29	1916	PM
	B 11	23 3/4	PM	1919 03 22		
	B 11	23	AM	1923 01 02	1923	AM
	B 10	23 3/4	AM	1928 04 26		

TRACADIE	B	11	23	PM	1922 02 22		
WAPSKE	Q	7	23	PM	1945 11 23		
WEST BATHURST	B	11	24	AM	1915 08 19		
	Q	7	24	PM	1948 12 29		

Odds 'n' Ends

Interesting Gleanings from the Contents of Postal History Items

by C. R. McGuire

Often postal historians are fortunate enough to acquire covers with their contents intact. However, more often than not they ignore or even destroy these letters because of the bulk they add to already limited storage space. To the contrary, I have always been intrigued with the contents of letters and the messages on postcards, and as a consequence, I have decided that some readers may also be interested in reading them. Therefore, from time to time I shall write a brief note for our Journal outlining some of the more interesting or humorous ones I find.

Walkathons are nothing new, as revealed by a letter written on June 28, 1879 by "affectionate uncle Charlie" in Winnipeg to his nephew Archibald Campbell in Perth. Young Campbell was a stamp collector who later became an employee of the Post Office Department at Ottawa, and was the driving force behind the establishment of the Perth Museum during his retirement years. Uncle Charlie records that "a 48 hour walking march came to its close last night amidst great cheering for the winners. The man who took 1st prize had walked 189 miles and the other three were close behind him. It was very exciting. Twelve started, one of them was Elk Spirit Wild a nephew of the great Indian Chief Sitting Bull was one of them (sic) but he gave out on his 53rd mile."

One of the most common complaints that I have observed of picture postcard writers during the early years of the "craze" was

the fact that correspondents were poor corresponders. Writers usually asked if "arms had been broken" or "had they been forgotten?" Without doubt the best form of expressing this "beef" I have located was by a girl in Ottawa writing to her grandmother in Carleton Place in June 1908. She states, "Dear Grandma, Mother left on the morning train to attend your funeral", and granddaughter continues, "... since we haven't heard from you for so long we figures you must be dead, but mother's going up to be sure". I wonder if Grandma got the point and wrote more regularly.

Quite serious in what they were writing, little did these early postcard writers realize the humour in what they were saying, and that someday people would be very interested in the quaint way they related day-to-day events and expressed themselves in general.

Barrel Breakthrough!

It has been known for some time that the Pitney-Bowes Company supplied the Canadian Post Office Department with 100 barrel postmarking devices early in 1955. Until very recently only about 50 of these had been reported. However, recent study by Brian Plain and Colin Campbell has shown that most (if not all) cities assigned these hammers received at least two of them. These two hammers for each city may be distinguished by use of a Bridger & Kay cancellation gauge, or sometimes simply by measuring the spacing between the city name and the provincial designation.

The Barrel Rollers Study Group is currently attempting to compile a defin-